

# AMERICAN RAILROAD JOURNAL.

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ENGINEERING, BANKING, MINING, MANUFACTURES.

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## American Railroad Journal.

New York, Saturday, June 22, 1872.

### Northern Pacific Railroad.

The Northern Pacific Company has filed its route through Montana, and the Commissioner of the General Land Grant Office has accordingly ordered the lands to be withdrawn from the market. The road enters the territory at or near the intersection of the forty-seventh parallel with the eastern boundary, thence southeasterly, following the Yellow Stone River to the Bozeman divide, over which it passes; thence north of Bozeman City and Hamilton down to Gallatin, crossing the Gallatin River at Gallatin City; thence up the Jefferson River to Big Hole, and following that stream for a short distance; thence through the Deer Lodge Pass; thence down the Deer Lodge, Hell Gate, and Missouri Rivers; thence southwesterly, leaving the territory on the north side of Clark's Fork of the Columbia, about twelve or fifteen miles north of the intersection of the forty-eighth parallel with the boundary of the territory.

Work is progressing favorably on the Pacific end of the Northern Pacific Road. A steamer is to be put on the upper Cowlitz, to run as a ferry between Pumphrey's and the end of the 25 miles, until the road is completed to and across the Cowlitz, which will probably be about Sept. 1. From

New York 1,372 tons of iron has just arrived, and another cargo was expected shortly.

## SEVEN-THIRTY GOLD BONDS.

The NORTHERN PACIFIC 7-30 GOLD BONDS are issued in denominations of \$100 to \$1,000 Coupon, and \$100 to \$10,000 Registered, have thirty years to run, bear interest 7-30 per cent. in gold, and are exempt from United States tax to the holder.

They are secured by a First and only Mortgage upon the Railroad, its franchises, earnings, and all the lands and property possessed by the company.

These bonds are now selling at par and accrued interest, in currency, and, with their ample security and high rate of interest, we believe there is no investment accessible to the people which is more profitable or safe. They furnish to the public an investment security which combines the ready negotiability, the convenience and high credit of a first-class Railroad Bond, with the solidity and safety of a Real Estate Mortgage on land worth at least twice the amount loaned.

## JAY COOKE & CO., New York, Philadelphia and Washington.

POOR'S MANUAL.—We are informed by Dr. R. S. FISHER, the industrious compiler of the work, that the "Manual" for 1872-73 is completed, and that if the binders are as industrious and persevering as the projector and author of the work that a few copies will be ready for delivery on this day (Saturday). During next week the general delivery to bankers and others interested will commence.

### St. Joseph and Denver City Railroad.

We hear a good account of the progress making by the great American railways whose bonds have been offered for sale through our columns during the past few months. Notably among these stands the St. Joseph and Denver City, whose financial agents, the Messrs. Tanner, have just received a message from the engineers in charge announcing the completion within the previous ten days of an additional ten-mile section of road, leaving of the entire route of 280 miles only forty to be finished. For these forty miles the iron and all other materials are on the ground, and the work is to be continued at the rate of one mile per day. The ready cash resources of the Company have enabled it to carry on this great work with an economy of expenditure and a regularity of progress scarcely parallel in the history of railroad building, reflecting the highest credit upon the financial agents as well as upon the engineers in charge. In 40 days more at the past and present rate of progress, the entire route will be completed, when the company will at once enter upon a through traffic between the City of St. Joseph on the East, and Fort Kearney junction with the Union Pacific Road on the West, which, it is believed by its projectors, will tax its utmost resources of transportation, while it will accommodate a vast amount of business that, to reach the same Western point, must now travel 200 miles out of its way. Inasmuch as the Union Pacific is prohibited, by the terms of its charter, from discriminating against connecting roads, it is confidently believed that this through trade alone will pay all expenses, including the interest upon the bonds, leaving the Company with a portion of the issues of land grants still on hand, a profitable and gradually increasing way business, and 1,500,000, more or less, acres of valuable land, from the sales of which, it is believed, the entire issue of bonds may be redeeming long before maturity. With the same judicious management that has heretofore characterized its affairs, the St. Joseph and Denver City Railroad Company ought to become one of the wealthiest in our country, since it is quite likely to be the last to receive any such grant of land as that owned by it and pledged, with the road itself, for the re-

demption of its Western Division First Mortgage bonds.

### Georgia Railroad and Banking Co.

The earnings of this road for the years ending March 31, 1871 and 1872, were as follows:

	1871.	1872.
From passengers ....	\$395,158 65	\$368,638 39
" freight .....	1,082,119 71	940,045 29
" mail .....	22,825 21	25,828 64
	\$1,500,098 57	\$1,384,012 32

#### Expenses, viz:

Conducting transp. ....	\$228,905 41	\$219,932 58
Motive power .....	273,704 77	257,041 50
Maintenance of way ...	276,009 14	243,998 44
Maintenance of cars ...	53,939 95	85,262 58

\$832,559 27 \$806,235 00

Earnings less expenses. \$667,539 80 \$527,777 32

#### Out of which have been paid—

For five new locomotive engines .....	\$66,742 58
For new passenger depot at Atlanta .....	26,867 58
For new depots at way stations .....	2,300 76
For 2 new passenger cars and expenses to Augusta .....	10,453 24
For new baggage car (mail and baggage combined) ..	3,300 00
For new cab car (first class) ..	2,000 00
For \$ interest in 8 Thro' express cars on line between Mobile and Augusta .....	4,839 80
For new steam pump at Oconee .....	2 034 52
For new culverts .....	1,008 00
	119,546 48

Net income ..... \$408,230 84

Compared with the previous year the gross earnings of 1871-'72 show a decrease of \$166,086 25; with a decrease in expenses and payments, both ordinary and extraordinary, of \$112,217 80—making the decrease in net income only \$53,868 45. The President in his report says:

The income of the company, both gross and net, from all sources, may be thus stated:

Receipts from road operations .....	\$1,334,012 32
Dividends on stock, interest and rent .....	39,008 05

\$1,373,020 37

Charged with railroad expenses and all expenditures on road account. 925,781 48

Profits from road operations, dividends, &c. .... \$447,238 89

Charged with incidental expenses and salaries .... \$13,410 35

Charged with interest on bonds ..... 50,977 50 |

Charged with State tax .. 2,339 75

Charged with circulation redeemed ..... 5 137 85 |

71,865 45

Add net profits of bank ..... \$375,373 44 |

11,991 81

Net profits from all sources ..... \$387,365 25 |

From these profits two dividends of \$4 per share have been paid, free of tax to the stockholders. .... \$336 490 70

United State tax ..... 8,008 98 |

344,499 68

Carried to credit profit and loss. .... \$42,865 57

It may be here observed that income account

is entitled to a credit of \$16,000 for January dividend on Atlanta and West Point Railroad stock, declared, but not yet collected.

The past year has been a trying year upon Southern Railroads. The long and continuous spells of wet weather have rendered the duty of keeping track in adjustment impracticable, and our rolling stock has greatly suffered in consequence. The ditches will be thoroughly dried this Summer by an extra force, and as much new iron put on the track as the disposable means of the company will allow. The rail is of uniform pattern, and the fish-bar fastening is used. When completed, the company will have a first-class road the entire length of main line. This will, of course, greatly cheapen the operating expenses.

Through the cheapening influences and extended operations of the Green Line, and the improved condition and management of the Western and Atlantic Railroad, our Provision trade has been greatly enlarged and extended. On this Western trade we mainly rely for a Summer business, and the loss of it would greatly affect our income.

As the organization and operations of "the Green Line" have not been generally understood, the Superintendent, in answer to various inquiries, has given a full and lucid explanation of its system and management, which will doubtless be interesting to some of the stockholders. It may sometimes affect local interests, but to the great mass of consumers, who depend on foreign supplies, it is an unmitigated blessing!

Notwithstanding the very short crop, and the heavy loss at all competing points by the Yellow Fever in Charleston, the falling off in cotton transported over the road has been only 7,797 bales, being 162,470 bales against 170,267 the previous year.

The Board will not here dwell upon the many changes in the bearings of trade, occasioned by the war and its results. For obvious reasons, the center of population is moving Westward from the Northern and Eastern States. Many articles which were formerly supplied from the Northern cities and Baltimore, and sent from our own seaports, over our own roads, for consumption in the interior, are now more cheaply manufactured in the West, creating a demand for more direct exchanges between the two sections. Hence arises a tendency in North and South roads to encroach upon fields which the East and West roads of the South had formerly considered exclusively their own. Weakened and impoverished by the war, and without capital, they cannot control this tendency, and they should adapt their policy with a sound discretion to the new state of things. This is one of the objects of "the Green Line."

It will be seen that the expenditures, both ordinary and extraordinary, have been large. They must continue so until the road is thoroughly renewed, and war damages fully repaired. With some increase of rolling stock, and fifty miles more of new iron, this expensive job will be drawing to a close. With a full equipment, and the road in first-class condition, the relation between gross receipts and net profits will be materially changed. This relation, however, has been greatly affected by causes of a more discouraging character, growing out of our civil conflict—

1



seaport of our own state, but Charleston is vastly more important to us. It is equally well located for the foreign trade and much better located for the coasting trade, in connection with our road. Shipments made from or through Charleston, to points west of Augusta, all go over our road. From or through Savannah, the chances are that we lose them. We feel no hostility to Savannah, or Charleston either, but feel bound, to a fair extent, to protect our own interests, as we understand them.

In this connection it may be observed, that the proposition required us to purchase control of the Savannah and Charleston Railroad. This was respectfully declined.

The company have 53 locomotives, 26 passenger, 8 baggage, 3 mail, 3 express, 403 box, 13 cab, 102 platform, 35 stock, 22 coal, 17 shanty and 2 wood cars. Miles run by locomotives, 971,050, an increase over the previous year of 60,297. Miles of road in use, 231. Bales of cotton transported, 162,470. Bushels of grain, 887,531. Barrels of flour 77,875. Pounds of guano, 31,545,418. The Superintendent in his report says:

It is impossible to say, with any degree of certainty, to what extent, if any, the earnings of your road may be effected by new competition which will be offered, upon the completion of the South and North Road, opening up the line under one management from Louisville, Ky., to Montgomery, Ala.; and upon the completion of the Air Line (as it is termed) from Atlanta to Charlotte, with one management from Atlanta to the Eastern cities; the former bidding at Montgomery, and the latter at Atlanta, for business which has formerly been done almost exclusively by the Georgia and Central Railroads.

The managers of both these projected lines calculate largely upon carrying cotton from the interior of Georgia and Alabama to the Eastern cities by their all rail routes. Those managing the Louisville line expect to load cars from the West with produce, live stock, agricultural implements, &c., and return the same cars over their road loaded with cotton. We apprehend that the managers of the route via Charlotte, from Atlanta to the Eastern cities, will offer low rates for carrying merchandise traffic from the Eastern cities to the interior with the hope of loading the cars back with cotton.

These are unwelcome truths. But it would be unwise not to see them, discuss and meet them.

How much this spirit of competition, when fully developed, may effect your interest, cannot now be seen; but its extent and influence will depend greatly upon the facilities which your route can offer and the promptness with which business over it can be dispatched. The management of the Western and Atlantic Railroad is in the hands of parties friendly to the Railroads of Georgia, and has uniformly refused to enter into any combination for ruinous competition.

The officers of your road will not ignore the fact of these threatened dangers, but look them squarely in the face, and, if possible, meet and avert their damaging influence by enlightened, liberal and energetic management.

The earnings of the Macon and Augusta Railroad were \$94,130 02; and the expenses, \$120,031 89—showing an excess of expenses over receipts of \$25,901 87. To put this road in condition to do much increased business satisfactorily will require considerable outlay for bridging, grading, new depot buildings, etc. In reference to the system and management of "the Green Line," referred to in the Report of the President, the Superintendent says:

Previous to the present arrangement, freight between distant points—between Louisville, Ky., and Augusta, Ga., for instance—was transferred from the Cars of one Road to the Cars of the Connecting Road at the terminus of each Road. At Nashville, Chattanooga and Atlanta, each Com-

pany using its own Cars exclusively on its own Road, required three transfers between Louisville and Augusta, or four transfers between St. Louis and Augusta.

This system was found to be very expensive to the Railroad Companies and damaging to shippers in direct loss and in delay of freight.

To obviate this loss and delay to both shippers and the Railroad Companies, the present system of running Through Cars, and of painting them green, was adopted, which is nothing more nor less than the following arrangement and agreement:

Each Road is assessed for Cars pro rata, according to the volume of its Through Western business. These Cars are appropriated to this Through business exclusively, and to insure certainty and regularity in the service they are all painted green.

An Agent is appointed and paid jointly (in proportion to revenue received) by all the Roads, who keeps at Atlanta the mileage account of these cars. He receives detailed reports from the officers of each Road of the mileage made over their respective Roads by cars in the "Green Line" belonging to other Roads. At the close of each month this Central Agent balances the mileage account of each Road, with such checks as to do exact justice to each Company in the settlement of the mileage accounts. As remarked, it is intended that each Road should put in cars in proportion to this Western business passing over the respective Roads; but this is not always done. For instance, at present the Nashville and Chattanooga Railroad has 165 cars in the Green Line; the Western and Atlantic Railroad 250; while the Georgia Railroad has only 38. At present some of the Roads have in the Line less than their proportion, while others have in the Line a greater number of cars than their proportion; but this is equalized and made just by the balancing of the mileage accounts at the close of each month.

There are fifteen Roads running cars under the Green Line system.

The Tariffs for Freight under this arrangement are considered and agreed to by the officers of the different Companies, just as they were when the freight was transferred at the terminus of each Road, and the whole revenue derived divided exactly pro rata per mile between the Roads over which the freight passes.

This line is unlike most of the fast Freight Lines in the country, in this, that there is no private interest in any way connected with it, but it is conducted exclusively for the interest and profit of the Railroad Companies furnishing the cars.

The arrangement has proven eminently satisfactory to both shippers and Railroad Companies, and must continue to prove profitable to both in lessening losses and preventing delays.

The following is a condensed statement of the condition of the Georgia Railroad and Banking Company on the 30th day of March, 1872:

The road and its outfit.....	\$4,156,000 00
Real estate.....	116,458 61
Banking house and lot.....	35,000 00
Materials on hand for road.....	112,841 06
Road expenses & expenditures for the road..	\$995,183 88
Incidental expenses and salaries.....	13,410 35
Interest on bonds.....	50,977 50
U. S. tax on dividends..	8,008 98
Tax to the State of Georgia.....	2,339 75
Stock of other companies.....	1,069,920 46
Bonds of other companies.....	939,891 67
Note of Western R. R. Company of Alabama.....	98,960 00
Bills receivable.....	20,000 00
Assessment on stock.....	18,476 80
Macon & Augusta R. R. Company..	207 50
Cash.....	81,667 53
	191,723 78
	\$6,841,147 41

Capital stock.....	\$4,200,000 00
Profit and loss.....	288,429 30
Income from railroad..	\$1,373,596 19
Transportation of mails	27,419 53
Dividends on stocks...	28,108 17
Rent.....	50 00
Interest.....	10,849 88
	1,440,023 77
Bills payable.....	50,000 00
Bonds of this company.....	722,500 00
Dividends unpaid.....	41,496 85
Due to other companies, agents, &c.	12,213 85
U. S. tax on company's coupons....	14 16
Circulation.....	86,469 48
	\$6,841,147 41

President.—JOHN P. KING.

Directors.—E. E. Jones, Geo. T. Jackson, Edward R. Ware, James S. Hamilton, Antonio Poulain, M. P. Stovall, James W. Davies, D. E. Butler, L. M. Hill, Wm. M. Reese, Thos. J. Burney, George Hillyer, Josiah Sibley, John Davison, Stevens Thomas, Wm. W. Clark.

Superintendent.—E. W. COLE.

Treasurer.—J. MILLIGAN.

The Philadelphia Ledger of 17th inst., reports the net anthracite coal tonnage for the week ending on the 8th inst., from all sources, at 454,411 tons, and for the year 7,622,945 tons, against 3,200,784 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,422,161 tons. The production of bituminous coal for the week was 62,444 tons, and for the year 989,679 tons, against 888,939 tons to the corresponding time last year—an increase of 100,740 tons. The total production of all kinds of coal for the week was 516,855 tons, and for the year 8,622,624 tons, against 4,089,723 tons to corresponding time last year, showing an increase of 4,532,901 tons.

The Washington, Cincinnati and St. Louis (narrow gauge) Railway was formally organized at Luray, Page Co., Va., on the 13th inst., by the election of a board of directors with Hon. P. B. Borst as President. The road is to run from Washington city, through Virginia and West Virginia, thence westward to St. Louis. It will pass through one of the grandest agricultural, iron and coal regions on this continent. The charter of the road, which was granted by the Virginia Legislature last winter, is one of most

**Hanover Branch Railroad.**

The annual report of this company, whose road, extending from the Northern Central Railway west to Hanover, Pa., is 12½ miles long, is a very good statement of what can be done with a short local line, with careful and honest management. The capital account gives the cost of road, real estate, rolling stock, etc., at \$272,868 50, which is at the rate \$21,880 per mile. The company owns, besides material, etc., \$36,000 in the stocks and bonds of connecting roads. Its capital stock amounts to \$116,850, and there is no bonded debt, that having been paid out of the profits, which stand recorded in capital account, at \$229,615 13. The following is a statement of the operations of the last fiscal year, ending March 31, 1872:

**RECEIPTS.**

From through freight.....	\$39,790 68
" local freight.....	1,228 42
" passengers.....	18,597 10
" Adams Express Company.....	333 36
" United States mails.....	650 00
" interest on loans.....	1,727 69
" rents.....	430 66
" materials sold.....	6,428 98

Earnings of the Hanover Branch Railroad proper ..... \$69,187 48

To which is to be added receipts—

For working Gettysburg Railroad.....	\$12,371 54
For working Littlestown Railroad.....	2,665 20
	15,036 75

Total receipts ..... \$84,224 23

The expenditures were—

Transportation.....	\$36,750 31
Maintenance of road and buildings.....	11,850 33
Taxes on dividends and U. S. taxes.....	3,332 04
Contingencies, office expenses, &c.....	638 86
General superintendent.....	600 00
Salaries and expenses of board.....	1,228 00
	54,399 54

Balance ..... \$29,824 69

Balance, in treasury from last year... 36,834 24

Total ..... \$66,708 93

The expenses were about 64 per cent. of the gross receipts, and the net earnings were equivalent to 25 per cent. of the capital stock. A ten per cent. dividend was made, half as much was expended for new construction, rolling stock and other additions to the property, and an investment equal to about 20 per cent. was made in the stock and bonds of the connecting railroads, though part of this came from a previous year's balance. Altogether the stockholders should be very well satisfied with their property. The connecting roads which this company is assisting are the Frederick and Pennsylvania Line, which is an extension of its leased Littlestown Railroad from Littlestown (two or three miles from the Maryland line), southwestward to Frederick, Md., about 30 miles, and the Bachman Valley Railroad, from a point on its line southward 13 miles to Ore Bank, Md., through hematite iron ore deposits.

**Florida Ship Canal.**

A Ship Canal across the peninsula of Florida is proposed. The route is up the St. John's river 127 miles, then up the Ocklawaha river 60 miles. To this point a ship canal for the distance of 40 miles must be cut through the swamps to the Amazara river, at a spot 35 miles from its mouth, where it empties into the Gulf of Mexico, near Cedar Keys. By this route 650 miles will be saved on the voyage between the mouth of Mississippi and the Atlantic ports. As the trade of 1871 between

the ports on the Gulf of Mexico and those on the Atlantic coast amounted to 800,000 tons, it is believed a handsome revenue would be derived from the proposed canal.

**Delaware and Hudson Canal.**

The Board of Managers herewith submit to the stockholders the annual statement of the business of the company for the year ending December 31, 1871, showing a net profit of \$1,665,622 78, or a fraction over 11 per cent. on the capital stock.

At the date of the last annual meeting the operations of the company had been for some months suspended by a general strike in the mining region. This strike continued until the 20th day of May, when the men accepted the reasonable terms offered them by us, and work was resumed.

Notwithstanding the loss of nearly one-half of the year by this interruption, our production for the season was 2,011,133 tons, being only a very little short of that of 1870.

Before the end of 1871, it became apparent that the productive ability of the various coal companies was greater than the current demand. The market price had subsequently begun to show symptoms of weakness, when the occurrence of the great fire in Chicago, causing a general depression in trade, precipitated the decline, and the season closed with large stocks, a light demand, and a very gloomy outlook for the business of 1872. There are, as yet, no indications of a recovery in prices. Coal is now relatively lower than any other important article of general consumption; and in view of the large and increasing capacity for production and transportation, there is no reason to expect any advance during the present year. The low prices which now rule will, however, extend and stimulate consumption, and so gradually bring about a more satisfactory state of things in our branch of trade. Meanwhile we must aim, by an increased volume of business, to make up for the loss occasioned by the fall in price, and thus keep ourselves in a position to reap the sure and not distant harvest when consumption shall have again overtaken the ability to produce.

On the 1st day of May last this company completed an arrangement for the perpetual lease of the property of the Rensselaer and Saratoga Railroad Company. By the terms of the lease we are to pay the interest on the funded debt of the Rensselaer and Saratoga Company, and after 1871, eight per cent. on its stock. The experience of the past year has abundantly satisfied the Board that this lease will prove to be a good one for our company, both directly in the income from the leased property, and indirectly in furnishing a greatly extended and profitable market for the sale of our coal.

During the past year the branch road from Nineveh to Susquehanna, known as the Lackawanna and Susquehanna Railroad, has been constructed, by which the distance between our mines and the Northern and Eastern markets has been shortened about 20 miles. A third rail has also been laid on the Albany and Susquehanna road for the use of narrow gauge cars, and with a view to the ultimate abandonment of the wider and more expensive gauge. A greatly increased traffic has already resulted from these improvements, exceeding our best hopes, and is now more than ever evident that the acquisition of the Albany and Susquehanna road will prove of the highest permanent value in its bearing on the success of our company.

It is hoped that arrangements may soon be completed for the extension of the Rensselaer and Saratoga line of road along the west shore of Lake Champlain to connect with the roads leading into Montreal. This will secure for us not only a large market for coal, but also profitable return freights of iron ore and lumber for our cars.

The President of the company, Mr. Thomas Dickson, has been for some months absent from the country. His return, which will be warmly welcomed by all interested in the company, is ex-

pected in the course of the coming summer. By order of the Board, GEO. TALBOT OLYPHANT, President pro-tem.

Statement of the business of the Delaware and Hudson Canal Company, for the year ending December 31, 1871:

To coal on hand January 1, 1871..	\$372,831 00
To coal purchased.....	810,741 85
To mining coal.....	2,619,902 68
To R. R. transportation and repairs	786,812 81
To freight on coal on canal.....	966,405 82
To canal expenses, repairs, etc....	280,611 53
To Rondout expenses.....	151,615 76
To freight of coal via Erie Railway	395,448 17
To harbor and yard expenses.....	118,690 16
To salaries, rent, law expenses and current expenses at N. Y. office.	185,911 60
To Government and State taxes...	239,282 50
To interest.....	434,562 90
To balance.....	1,665,622 78

\$9,028,410 56

By sales of coal to Dec. 31, 1871..	\$7,604,456 10
By canal tolls collected.....	111,361 38
By miscellaneous profits.....	670,580 82
By coal on hand December 31, 1871, at Honesdale, on line of canal, Rondout and New York...	642,042 26

\$9,028,440 56

Condensed balance sheet Delaware and Hudson Canal Company, January 1, 1872:

Cost of canal.....	\$6,339,210 49
Cost of railroad and equipment....	4,533,857 68
Cost of Lackawanna and Susq. R.R.	975,632 82
Cost of opening mines and improvements.....	



Board of Managers: Charles N. Talbot, Edward J. Woolsey, George Talbot Olyphant, Abiel A. Low, Robert Lenox Kennedy, James M. Halsted, Le Grand B. Cannon, James R. Taylor, Thomas Dickson, John Jacob Astor, Thomas Cornell, W. J. Hoppin, Isaac N. Seymour.

President—Thomas Dickson, Scranton, Pa.  
Treasurer—Charles P. Hartt, New York city.  
Secretary—Daniel Wilson, New York city.  
Sales Agent—James C. Hartt, New York city.  
General Superintendent—Coe F. Young, Honesdale, Pa.; Superintendent of Coal Department—E. W. Western, Providence, Pa.; Superintendent of Railroad Department—R. Manville, Carbondale, Pa.; Superintendent of Canal Department—Asber M. Atkinson, Honesdale, Pa.; Sales Agent Southern and Western Departments—Joseph J. Albright, Scranton, Pa.

#### Railroads of Ohio.

The resignation of Gen. George B. Wright, and the appointment in his place of the Hon. R. D. Harrison, as Commissioner of Railroads and Telegraphs of the State of Ohio, took place late in October, 1871—just about the time the Annual Report of the Commissioner was expected to be published. This event resulted in an unanticipated delay in its publication; and the subsequent and more recent death of the successor of Gen. Wright has evidently had the effect of delaying the operations of the department over which these gentlemen successively presided. General Wright's resignation was the consequence of his election to the Vice-Presidency of the Atlantic and Great Western Railway Company as re-organized.

The incident drawbacks of such a condition of the department are very apparent in the report before us, but are natural, and such as might easily be anticipated, but not so easily provided against. It requires considerable experience, let alone natural tact, to conduct the intricate machinery of the office. Gen'l W. was the proper man to organize such machinery; and when his successor came into office he could but continue the processes adopted by the organizer of the department in question. And so he did, with great credit to himself; and in his death the public, interested in internal commerce, lost a faithful and efficient representative.

The report recently published, covering a respectably sized volume, in consequence of the difficulties above represented, is not therefore what it would have been had no changes been made in the department. We find also that several important companies have failed to comply with the law establishing the department, and have sent in very bare, inadequate, and, in some instances, faithless summaries of their affairs. It is impossible, however, for us to go behind or alter the figures given in the Report (even when our information is more complete), and hence the table which accompanies these remarks is simply a codification of what had been accepted and acknowledged by the official authorities.

We have not the name of the successor of the late Mr. Harrison; but we must say that in the compilation of the statistics for the official year ending June 30, 1872, we hope for not only a continuance of the form of compilation adopted by his predecessors, but also for a gradual enlargement of the several chapters in railroad economy, and finance, to proportions adequate to the proper representation of the grand subject he has to treat upon.

#### Ohio Falls Car Company.

The great car works at Jeffersonville, Indiana, which suffered a disastrous conflagration on the 20th of March last, is now rapidly undergoing the process of rebuilding, much to the gratification of the people of that town. The stanch and durable brick buildings, which are fast assuming shape under the handiwork of the busy bricklayers, is a sight at once enchanting to all who love the prosperity of the town and vicinity. The new car-works will not have any resemblance whatever to the old car-works; the buildings will be thirty in number, and in their arrangement will be entirely different to those of old. The walls of the "hardwood" machine shop are all up, and the roof is being put on. Three freight-erecting shops have already been commenced and the iron machine-shop was commenced last Monday. The bricklaying work of the latter is expected to be completed by Saturday night, ready for the roofing. The foundry is being erected just adjoining the eastern limits of the car-works grounds, four hundred feet back from the front fence. It will be the largest foundry west of the Allegheny mountains. President Sprague expects to commence building freight cars in August. The following is a list of the buildings (all of which are to be fire-proof which will comprise the new car-works when they are rebuilt: Large wood machine-shop, 230 by 82½; small wood machine shop, 108 by 37. The first is intended for working the heavy lumber, the second for light material; blacksmith shop, 200 by 90; iron machine shop, 110 by 82; foundry, 322 by 88; wheel and axle shop, 62 by 55; truck house, 70 by 35; three erecting-shops, respectively 126, 96 and 111 feet long, and 47½ feet wide. Two erecting-shops, respectively 105 and 140 feet long, by 77 feet wide; machine-shop, 140 by 60; cabinet-shop, 140 by 75. To this list should be added three sets of engine and boiler-rooms, the pattern loft and shop, and various storehouses. The large wood machine shop is being roofed in, the three freight-erecting shops, foundry, engine and boiler-rooms, in connection with the wood machine shop, are in various stages of construction.

#### Canada Southern Railway.

The managers are pushing the work on their road, and will have the entire line between Buffalo and the Detroit river completed and in operation during the present year. The larger portion of the road has been graded, 9,000 tons of iron are already on the ground, and track laying will be commenced at once. A contract has also been made with J. S. Casement, the well known railroad builder, who undertakes the construction within four months of a road from Toledo to the western terminus of the Canada Southern at Amherstburg. This link will form the connection between the Canada Southern and Toledo, Wabash and Western roads, and shorten the distance between Buffalo and Toledo 23 miles. The road will give an outlet to Toledo for a large amount of freight which the Wabash Road brings to that place, and has in the past been detained there during the winter for want of railway facilities. When finished, the road will form the most direct route from Buffalo to Chicago, with no grades above 15 feet to the mile. At Chicago the road will connect with the Chicago, Rock Island and Pacific, which is also represented in direction of the Canada Southern Company. The managers of the road anticipate that the easy grades of road and shorter distance to be traversed will have an important influence in cheapening freights between the Atlantic and the Great West.—*Railroad Record.*

## Safe and Profitable!

### THE CANADA SOUTHERN First Mortgage Sinking Fund 30 Years 7 PER CT. GOLD BONDS AT 90 AND ACCRUED INTEREST.

The Road runs from Buffalo to the Detroit River, and is the Eastern link in the new AIR LINE FROM BUFFALO TO CHICAGO, and has been under construction for about two years past by railroad men who have seen the necessity for a STEEL RAIL, LOW GRADE, SHORT ROUTE between the great railroad systems which diverge from Chicago, Toledo and Buffalo.

Among the builders of the road, by whose cash subscriptions 220 miles (out of 290) have already been graded, bridged and made ready for the superstructure, a large part of the steel rails bought, all of the materials for the stations and a part of the equipment purchased, are:

MILTON COURTRIGHT, JOHN F. TRACY, DAVID DOWS, WM. L. SCOTT, HENRY H. FARNHAM, R. A. FORSYTH, HENRY PORTER, JOHN M. BURKE, M. L. SYKES, Jr., B. F. ALLEN, all directors, either in the Chicago and North West or the Chicago, Rock Island and Pacific; GEO. OPDYKE of the Midland Road; JOHN B. ALLEN, SIDNEY DILLON, DANIEL DREW, J. S. CASEMENT, J. & J. CASEY, O. S. CHAPMAN, JOHN ROSS, DAVID STEWART, and F. H. WINSTON.

THE ROAD will be 33 Miles Shorter than any other Road, either BUILT or in contemplation between Buffalo and Chicago, and will also shorten the distance between Toledo and Buffalo 23 miles.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety-six per cent. of the road IS STRAIGHT.

THE ROAD WILL BE COMPLETED and in running order on or before Dec. 31 of this year.

The principal and interest of the bonds are payable either in New York, London, or Frankfurt.

We confidently recommend the bonds to all classes of investors.

LEONARD, SHELDON & FOSTER,  
No. 10 Wall-St.

### NOTICE.

HAVING BECOME ASSOCIATED WITH Messrs. LEONARD, SHELDON & FOSTER in the Agency of the CANADA SOUTHERN RAILWAY CO., we offer the above named Bonds for sale.

After a thorough investigation, we recommend them to our friends and customers as a SURE AND RELIABLE INVESTMENT.

Pamphlets and all information furnished on application.

Winslow, Lanier & Co.,  
27 PINE ST.

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Central Pacific (In gold):</b>													
1867.....	38,169	51,831	60,029	61,150	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	290,422	286,662	342,743	2,300,767
1869.....	212,604	218,982	301,306	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,396	467,650	6,670,882
1870.....	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	614,447	720,929	592,341	795,176	869,297	1,006,373	905,922	981,006	897,234	672,358	9,467,072
1872.....	634,480	545,457	863,050	951,200	1,221,625	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Alton:</b>													
1866.....	280,503	275,283	229,063	258,480	322,278	355,270	335,985	409,251	401,253	357,956	307,919	236,824	3,840,092
1867.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,665,153
1868.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,661
1869.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	406,196	503,746	409,569	361,701	4,508,643
1870.....	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1871.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1872.....	353,235	342,260	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1873.....	372,316	329,170	378,021	351,944	440,457	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Northwestern:</b>													
1866.....	273,876	317,889	390,355	421,363	466,830	565,145	490,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1867.....	541,005	482,164	499,296	468,358	555,623	747,942	702,691	767,508	946,707	932,683	764,671	547,842	7,976,490
1868.....	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1869.....	606,147	574,604	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1870.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1871.....	830,287	1,142,166	1,112,190	1,298,444	1,251,951	1,157,056	1,037,974	1,306,673	1,371,780	1,140,145	845,708	13,355,467	13,355,467
1872.....	706,025	763,782	858,359	929,077	1,177,597	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,401
1873.....	655,428	602,482	774,904	787,641	1,094,101	952,899	851,846	1,099,337	1,251,574	1,047,318	1,006,235	842,012	10,997,898
<b>Cleveland, Col., Cin. and Indianapolis:</b>													
1866.....	242,205	226,160	242,509	236,435	193,950	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1867.....	204,112	180,840	239,522	247,661	241,456	250,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,995
1868.....	203,069	226,897	244,182	248,046	270,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1869.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
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## Railroads of the State of Ohio.

A tabular statement of their Capital, Length, Cost, Earnings, Expenses, Dividends, &c., for the fiscal year ending June 30, 1871.

Compiled from the Annual Reports of Railroad Companies made to the Hon. R. D. HARRISON (since dead), State Commissioner of Railroads and Telegraphs.

Railroads.	Capital Account.		Length of Track.—Cost of Roads Road		Gross Earnings.—		Expenses		Net	Dividends—					
	Stock.	Bonds.	Total.	Oper.	Passenger.	Freight.	Other.	Total.	Earnings.						
	\$	\$	\$	M.	\$	\$	\$	\$	\$	Am't.					
										Rate.					
										P. c.					
Atlantic and Great Western.....	29,598,695	20,999,900	50,598,595	387.50	32.84	96.12	59,598,695	507.16	975,774	3,485,382	195,983	4,667,139	5,873,594	(Loss)	
Carrollton and Oneida.....	14,400		14,400	12.00		0.90	101,000	12.00	2,647	3,122	800	6,569	3,402	3,167	697
Central Ohio (Balt. and Ohio).....	3,000,000	2,500,000	5,500,000	137.00		27.25	5,499,999	137.00	305,092	605,542	64,359	974,994	739,861	235,133	5 1/2
Cincinnati and Baltimore.....	386,600	134,000	520,600	7.00		7.00	723,152		(Included in the Marietta and Cincinnati returns.)						
Cincinnati, Hamilton and Dayton.....	3,500,000	2,032,000	5,532,000	59.90		108.80	5,320,769	59.93	420,155	553,396	242,263	1,216,807	519,983	696,824	282,983
Cincinnati and Indiana (L. C. & L.).....	500,000	2,000,000	2,500,000	20.50		8.10	1,894,478	20.50	116,046	162,774	9,614	286,434	222,167	66,267	*
Cincinnati and Muskingum Valley.....	4,000,000	1,500,000	5,500,000				5,500,000		(In progress—16 m. finished. Total 132 m., and sidings, &c., 10.25.)						
Cincinnati, Richmond and Cincinnati.....	382,600	625,000	1,007,600	36.00		2.55	947,885	42.00	72,104	90,288	7,348	169,740	129,248	40,492	
Cincinnati, Sandusky and Cleveland.....	3,409,598	2,419,421	5,829,019	155.00		22.00	5,830,817	190.50	201,433	468,177	71,002	800,702	524,913	275,789	*
Cleveland, Columbus, Cincinnati and Indianapolis.....	11,620,000	3,000,000	14,620,000	341.00		50.00	12,957,975	391.00	796,437	2,583,306	225,394	3,605,137	2,446,498	1,158,639	742,528
Cleveland and Mahoning (Alt. & Gt. Western).....	2,056,950	1,512,600	3,569,550	67.00		47.25	3,147,934					274,272		274,272	145,891
Cleveland, Mt. Vernon and Delaware.....	1,390,000	1,357,000	2,747,000	63.75		9.00	2,890,000	76.25	71,900	159,243	14,161	245,304	154,981	90,323	
Cleveland and Pittsburgh.....	7,839,300	3,678,000	11,517,300	166.75		32.75	11,577,789		(Leased to P. Ft. Wayne & Chic.)				1,480,961		764,113
Columbus, Chicago and Indiana Central.....	13,189,337	24,096,824	37,286,161	76.00		13.00	3,165,945	89.00	(No returns made but all included in P. C. and St. Louis R. R. report.)						
Columbus and Hocking Valley.....	866,852	1,800,000	2,666,852	76.00		13.00	3,165,945	89.00	113,523	337,683	12,144	473,351	224,114	249,237	
Columbus, Springfield and Cincinnati.....	(No returns.)						(20 m. in operation, worked by C. S. and C. Company. Now completed thro' 44 m.)								
Dayton and Xenia.....	82,350	527,445	609,795	31.78		1.82	602,594	48.00	51,963	59,816	6,806	118,585	96,585	22,996	
Dayton and Michigan.....	2,393,146	4,244,500	6,637,646	140.71		20.19	6,612,016	142.00	308,003	730,986	41,267	1,080,256	671,500	408,756	
Dayton and Union.....	82,350	527,499	609,849	31.80		2.85	600,746	46.80	48,425	68,194	7,708	124,327	109,256	15,071	
Dayton and Western.....	809,276	701,000	1,510,276	41.50		3.25	200,000	7.00	(Included in Little Miami returns.)						
Harrison Branch.....	200,000		200,000	7.00		0.49	200,000	7.00	2mo. 1,667	1,977		3,644	515	3,129	
Iron.....	129,550	32,949	162,499	13.00		1.00	333,283	13.00	9,772	82,153	4,390	96,315	78,437	17,878	
Junction (Cincinnati and Indianapolis).....	3,055,000	2,171,000	5,226,000	98.40		14.00	4,664,581	123.00	115,065	154,923	50,679	299,309	200,009	99,300	
Lake Erie and Louisville.....	1,212,500	500,000	1,712,500	37.00		3.00	1,712,500	37.00	20,481	36,428	4,926	61,025	47,749	13,276	
Lake Shore and Michigan Southern.....	34,404,500	24,524,000	58,928,500	422.00		256.00	54,808,621	962.00	3,377,846	9,392,903	776,739	14,147,488	9,429,878	4,717,611	2,821,169
Little Miami and Dayton and Xenia.....	5,891,950	2,561,000	8,452,950	119.50		76.50	40,222	21,900,663				683,324		337,104	8
Marietta and Cincinnati.....	18,980,086	8,304,447	27,284												

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.*.....100	\$3,067,800	J. & J.	July '72 34	Little Miami.*.....50	\$5,871,450	J.A. J.O.	Apr. '72 2	Warren (N. J.).....100	\$1,800,000	J. & D.	Dec. '71 34
Allegheny Valley.....50	2,266,850	— & —	—	Little Schuylkill*.....50	2,846,100	J. & J.	Jan. '72 34	Warwick Valley.....100	225,000	A. & O.	Apr. '72 24
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4	Long Island.....50	8,000,000	M. & S.	Sept. '71 3	West Jersey.....100	1,209,000	F. & A.	Feb. '72 4
Atlantic and Gulf.....100	3,691,200	— & —	—	Louisv., Cin. and Lex. 50	1,623,488	J. & J.	July '69 3	Winchester & Potomac*100	180,000	J. & J.	Jan. '72 3
" pref.100	821,064	J. & J.	July '71 34	" pref.100	848,700	J. & J.	Jan. '72 44	Winchester & Strasburg*100	600,000	J. & J.	Jan. '72 34
Atlantic and St. Law*.....100	2,494,900	M. & S.	Sept. '71 2	Louisville & Nashville.100	8,890,912	F. & A.	Feb. '72 4	Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '72 45
" new 1870.100	1,500,000	— & —	—	Louisv., N. Alb. & Chi.100	3,030,000	J. & D.	Dec. '70 3	HORSE-POWER R. R.			
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Apr. '72 14	Lowell and Lawrence.....100	200,000	A. & O.	Apr. '71 3	Albany City.....100	110,300	— & —	—
Baltimore and Ohio.....100	13,151,932	M. & N.	May '72 6	Lykens Valley.....20	600,000	F.M.A.N.	May '72 24	Baltimore City.....100	803,000	J. & J.	Jan. '72 1
" pref.50	1,060,000	A. & O.	Apr. '72 5	Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5	Bleeker st. & F. Ry. (N.Y.)100	900,000	— & —	—
Berkshire.....100	800,000	J.A. J.O.	Apr. '72 14	Maine Central.....100	3,400,500	— & —	—	Boston and Chelsea.....100	110,000	A. & O.	Apr. '72 4
Blossburg & Corning.*.....50	250,000	J. & D.	Dec. '71 24	Manchester and Law.....100	1,000,000	M. & N.	May '72 5	Broadway (Brooklyn).100	200,000	J.A. J.O.	Apr. '72 3
Boston and Albany.....100	19,664,100	M. & N.	May '72 6	Marletta & Cincinnati. 50	1,732,891	— & —	—	Broadw. & 7th Av. (N.Y.)100	2,100,000	J. & D.	Jun. '70
" pref.100	1,080,000	— & —	—	" 1st pref.50	8,130,719	M. & S.	Sept. '66 38	Brooklyn City.....100	1,500,000	F.M.A.N.	Nov. '71 3
Bos., Cin. & Fitchburg pref.100	635,200	— & —	—	" 2d pref.50	4,460,368	M. & S.	Sept. '66 38	Brooklyn City & Newt.100	600,000	J. & J.	July '70
Agricultural Br. guar.100	60,000	J. & J.	July '71 3	Massachusetts.....100	400,000	F. & A.	Feb. '72 3	Brooklyn and Jamaica.100	488,100	— & —	—
Bost., Ounc. & Mont.* pref.100	800,000	M. & N.	May '72 3	Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3	Bushwick (Brooklyn).100	302,000	J. & J.	July '71 34
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4	Michigan Central.....100	14,665,848	J. & J.	Jan. '72 5	Cambridge.....100	127,900	A. & O.	Apr. '72 4
Boston and Maine.....100	5,000,000	M. & N.	May '72 5	Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '72 5	Can. Park N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2
Boston and Providence.....100	8,950,000	M. & N.	May '72 5	Milwaukee and St. Paul.100	11,822,878	J. & J.	Dec. '70 78	Citizens' (Phil.)......50	600,000	J. & J.	Jan. '72 7
Buffalo, N. Y. and Erie*100	960,000	J. & D.	Dec. '71 34	" pref.100	10,825,103	January.	Jan. '72 4	Citizens' (Pbg.)......50	200,000	M. & N.	Nov. '71 7
Burlington and Mo. Riv.100	1,380,000	J. & J.	Jan. '72 4	M. Hill & Seney. Hav.* 50	3,856,450	J. & J.	Jan. '72 4	Coney Island & Brookl. 50	600,000	— & —	—
" pref.100	1,683,400	J. & J.	Jan. '72 4	Morris and Essex*.....50	11,900,950	J. & D.	Dec. '71 34	D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N.	Oct. '71 2
Camden and Amboy*.....100	5,847,100	J.A. J.O.	July '72 24	Nagatuck.....100	1,864,400	F. & A.	Feb. '71 5	Eight Avenue (N.Y.).100	1,000,000	J.A. J.O.	Oct. '71 3
Camden and Atlantic.....100	877,100	— & —	—	Nesquehoning Valley* 50	1,000,000	M. & S.	Mar. '72 5	Elizabeth and Newark.100	200,000	— & —	—
" pref.50	752,700	— & —	—	Newark and N. York*.....50	977,400	J. & J.	Jan. '72 34	42nd St. & G. St. Ferry.100	748,000	M. & N.	Nov. '71 3
Cape Cod.....60	915,571	J. & J.	Jan. '72 24	N. Bedford & Taunton.100	500,000	M. & N.	May '72 4	Frankl. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '72 3
Cape May and Millville* 50	447,000	J. & D.	Dec. '71 3	N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug. '69 12	Germantown (Ph.)......50	1,000,000	J. & J.	Jan. '72 3
Catawba & Fogelav. 50	425,900	Novemb.	Nov. '71 6	N. Haven & Northamp.100	605,000	J.A. J.O.	Apr. '72 24	Girard College (Ph.). 50	500,000	J. & J.	July '71 3
Catawba.....50	1,159,600	— & —	—	New Jersey*.....100	7,295,200	J.A. J.O.	July '72 24	Grand St. and Newton.100	170,000	J. & J.	July '72 2
" pref.50	2,300,000	M. & N.	May '72 34	New London Northern*100	1,003,500	A. & O.	Jan. '				



## NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Rate.	Interest.		WHEN PAY-ABLE.	Market Price.		Amounts outstanding.	Rate.	Interest.		WHEN PAY-ABLE.	Market Price.									
			Payable.							Payable.												
* Indicates that no interest is paid.																						
<b>National Securities June 1, 1872.</b>																						
Loan of June 14, 1868.....registered	\$4,045,000	5	Jan. & July.	1874	109 1/2	Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890												
Loan of February 8, 1861.....registered	13,955,000	6	Jan. & July.	1874	110	.. — Defense Loan Bonds.....	3,851,398	6	"	1883	106											
Loan of February 8, 1861.....registered	13,737,000	6	Jan. & July.	1880	114 1/2	.. — Southern Relief Bonds.....	100,000	6	"	1878												
Oregon War Bonds of March 2, 1861.....registered	945,000	6	Jan. & July.	1881	109 1/2	Massachusetts—State Scrip.....	324,000	5	Jan. & July.	74-75												
Loan of July 1, and Aug. 3, 1861.....registered	125,253,000	6	Jan. & July.	1881	114 1/2	.. ..	275,000	5	April & Oct.	73-74												
Loan of Feb. 25, 1862 (5-20s).....registered	34,184,200	6	May & Nov.	1881	120	.. ..	320,000	5	May & Nov.	72-80	98 1/2											
Loan of March 3, 1863 (5-20s).....registered	212,509,300	6	Jan. & July.	1881	114 1/2	.. ..	153,000	6	June & Dec.	72-77	107 1/2											
Loan of March 3, 1864 (5-20s).....registered	53,414,050	6	Jan. & July.	1881	120	.. ..	3,000,000	6	Jan. & July.	71-76												
Loan of March 3, 1864 (5-20s).....registered	21,585,950	6	May & Nov.	1882	115	.. ..	600,000	5	"	77-78												
Loan of March 3, 1864 (5-20s).....registered	2,379,500	6	May & Nov.	1882	114 1/2	.. ..	888,000	5	"	1883												
Loan of June 30, 1864 (5-20s).....registered	34,791,400	6	May & Nov.	1884	114 1/2	.. ..	200,000	5	"	1883	98 1/2											
Loan of March 3, 1865 (5-20s).....registered	39,012,250	6	May & Nov.	1884	114 1/2	.. ..	4,379,500	5	May & Nov.	1894	90 1/2											
Loan of March 3, 1865 (5-20s).....registered	39,012,250	6	May & Nov.	1885	113 1/2	.. ..	4,000,744	5	Mar. & Sept.	1894	100											
.. .. 2d series (5-20s).....registered	120,103,850	6	Jan. & July.	1885	113 1/2	.. ..	3,505,580	5	April & Oct.	1871												
.. .. 3d series (5-20s).....registered	161,869,450	6	Jan. & July.	1885	116 1/2	.. ..	761,816	5	"	88-90	97 1/2											
.. .. 4th series (5-20s).....registered	225,309,700	6	Jan. & July.	1887	117	.. ..	966,500	5	"	91-98	97 1/2											
.. .. (10-40s).....registered	138,435,350	5	Mar. & Sept.	1904	110 1/2	.. ..	200,000	5	Jan. & July.	1871												
.. .. (10-40s).....registered	56,131,950	5	F. M. A. & N.	1881	115	.. ..	60,000	5	"	1877												
Consols of July 14, '70 & Jan. 20, '71 registered	123,404,050	5	F. M. A. & N.	1886	113 1/2	.. ..	400,000	5	"	1900												
Consols .. .. registered	76,595,950	4 1/2	F. M. A. & N.	1886		.. ..	3,599,024	5	"	1878												
Consols .. .. coupon		4	F. M. A. & N.	1901		.. ..	1,600,000	6	"	73-83												
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.)	12,085,000	3	Dem.	1901		.. ..	1,621,000	6	"	1890												
Navy Pension Fund of July 23, 1868 (cur.)	14,000,000	3	Dem.	1901		.. ..	478,000	7	May & Nov.	1890												
Certificates of Indebtedness 1870 (cur.)	678,000	4	Dem.	1901		.. ..	86,000	7	Jan. & July.	1879	100											
Pacific R. R. Bonds (currency)	64,623,512	4	Jan. & July.	1875		.. ..	250,000	7	Jan. & July.	77-79												
U. S. Notes and Fractional Currency	392,901,064	nr.				.. ..	100,000	7	May & Nov.	1872												
<b>State Securities, latest dates.</b>																						
Alabama—State Bonds (original).....	168,000	6	May & Nov.	1872	65	.. ..	2,000,000	6	Jan. & July.	1872												
.. .. (extended).....	2,414,800	6	June 1.	1870		.. ..	899,200	15	Jan. & July.	71-78	100											
.. .. (sterling).....	885,000	6	Jan. & July.	1870		.. ..	600,000	6	Mar. & Sept.	84-89	98 1/2											
.. .. ( " extended).....	82,500	6	Jan. & July.	1886		.. ..	1,000,000	6	April & Oct.	71-74												
.. .. ( " new).....	712,500	6	Jan. & July.	1886		.. ..	1,299,900	6	Jan. & July.	71-84												

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburg:						
1st Mortgage (Bath Loan).....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B. C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	....
2d Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York	1877	95
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	"	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn.:						
Albany and Susq. (D. & H. Canal):							1st Mortgage conv. & skg f.d. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	103	Burlington and Missouri River:						
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	"	1888	98	Stock Bonds redeem. in pref. st'h	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
2d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds.....	1,999,388	8	"	"	1878	....
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	....	Stock Bonds conv. into com. st'h	1,250,000	8	April & Oct.	"	1879	100
Allegheny Valley:							Stock Bonds.....	1,246,800	8	Jan. & July.	"	1889	....
1st General Mortgage, 1860.....	4,000,000	7.3	Jan. & July.	New York.	1896	98½	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894	109
1st Mortgage, Eastern Extension	48,000	7	"	"	....	....	1st Mortgage land grant inconv.	5,000,020	7	April & Oct.	New York.	1893	94½
Special Bonds to State of Penn.	3,500,000	6	"	"	....	....	Burlington & Mo. Riv. in Neb.:						
American Central (C. B. & Q.):							1st Mort. for \$5,000,000, conv....	3,360,000	8	Jan. & July.	Boston.	1894	102½
1st Mortgage, traffic guar. 1885..	800,000	8	Jan. & July.	New York.	1878	....	California Pacific:						
Androscoquin:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	106
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy:						
Andros & Kennebec (Maine C.):							Sterling Bonds, £285,600 @ 4.84..	1,396,824	6*	April & Oct.	London.	1880	....
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1875.....	675,000	6	"	New York.	1875	98
Atchison, Topeka and Santa Fe:							Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	92½
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	87½	Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889	90½
Atlanta and Richmond Air Line:							Consolidated Loan.....	4,929,200	6	June & Dec.	"	1889	90½
1st Mortgage tax free, 1870..gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlantic and Great Western:							Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894	....
1st Mortgage (N. Y. Penn. & O.)	3,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....	Camden and Atlantic:						
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	"	'81-'83	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.	1873	95
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879	60
Atlantic and Gulf:							Camden and Burlington County:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	77	1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	95
Atlantic, Mississippi and Ohio:							Carthage & Burlington (C. B. & Q.):						
1st Mortgage on whole line.....	16,000pm	7	"	New York.	1901	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	95½
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	99½
Atlantic and Pacific:							Cedar Falls and Minnesota (H. C.):						
Land Mort. (500,000 acres).....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	8½
1st Mortgage (So. Pacific).....gold	7,250,000	6*	"	"									



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			When.	Where.						When.	Where.		
Chicago, Cincinnati and Loulev. : 1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	Columbus and Hocking Valley : 1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes: 1st Mortgage S. F. .... gold	2,500,000	7*	April & Oct.	New York.	1909	90	2d Mortgage.....	118,000	7	Jan. & July.	"	1880	....
Chicago, Dubuque & Minnesota: 1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	91	Columbus, Springfield and Cin.: 1st Mortgage for \$1,000,000.....		7		New York.	18—	....
Chicago and Illinois Southern: 1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Columbus and Xenia: 1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
Chicago, Iowa and Nebraska: 2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	93	Concord and Claremont: 1st and 2d Mortgage.....	374,000	6		Boston.	Due.	....
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	....	Connecticut and Passumpsic Riv.: 1st Mortgage skg fund, 1866.....	455,800	6	June & Dec.	Boston.	1876	92
Chicago & Milwaukee (C. & N.W.): 1st Mortgage on 45 miles guar...	397,000	7	May & Nov.	New York.	1874	....	Notes payable, coupon tax free.	559,429	7	"	"	1876	99
1st Mortgage (consol.) 85 m. guar.	1,135,000	7	Jan. & July.	"	1898	96	Connecticut River: 1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
Chicago and Northwestern: Prof. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98	Connecticut Western: 1st Mortgage.....	81,500	7		Hartford.	1900	87
Interest (f'ded coup.) b'ds (193m.)	755,000	7	May & Nov.	"	1883	96	Connecting (Philadelphia): 1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	88
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	"	1885	100	Contoocook River: 1st Mortgage.....	30,000	6		Boston.	18—	....
1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	....	Cooperstown and Susq. Valley : 1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....	Coun. Bluffs & St. J. (K. St. J. & C.B.) 1st Mortgage.....	500,000	7	Jan. & July.	New York	1880	....
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	94	2d Mortgage.....	150,000	10	"	"	1872	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	"	1882	104	Covington and Lex. (Ky. Cen.): 1st Mortgage March 1862.....	120,000	7	March & Sept.	New York.	1872	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	"	1876	98	2d Mortgage March 1862.....	844,000	7	"	"	1883	....
Miss. Riv. Bridge ( " ) ..	200,000	7	Jan. & July.	"	1884	....	3d Mortgage June 1866.....	237,000	7	June & Dec.	"	1886	....
1st Mort. (Elgin and State Line).....	135,000	7	"	"	1878	....	Cumberland Coal and Iron: 1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891	....
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	"	1898	....	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	"	1888	....
Consol. skg fund Mort. (800 m.).	2,550,000	7	May & Nov.	"	1915	96	1st Mort. (George's Cr.) assumed	98,900	6	June & Dec.	"	1881	....
Equipment Mortgage.....	275,000	10	"	"	1871	....	Cumberland Valley: 1st Mortgage.....	161,000	8	April & Oct	Philadelphia.	1904	....
1st Mort. (Chic. & Mil. R.R.) 45m.	397,000	7	May & Nov.	"	1874	....	2d Mortgage.....	109,500	8	"	"	1908	....
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	"	1874	....	Plain bonds.....	81,800	8	Jan. & July.	"	1884	....
3d Mort. ( " ) 40m.	10,500	7	June & Dec.	"	1898	....	Danbury and Norwalk: 1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York	1880	....
1st Mort. (Chi. & Mil. R. W.) 85m	1,135,000	7	Jan. & July.	"	1898	96	1st Mortgage of 1869.....	200,000	7	"	"	1890	....
1st Mort. (Bel. & Mad. R.R.) 46m.	333,000	7	"	"	1888	....	Danv. Hazleton & Wilkesbarre : 1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888	86
1st Mort. (Mad. Exten.) 120 m. g'd	3,150,000	7*	April & Oct.	"	1911	....	Davenport and St. Paul: 1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	....
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7*	Jan. & July.	"	1911	....	Dayton and Michigan: 1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	....
Chicago & Mich. Lake Shore: 1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	86	2d Mortgage.....	642,000	7	March & Sept.	"	1879	....
Chicago, Pekin & Southwestern: 1st Mortgage..... gold	15,000pm	7*	Jan. & July.	New York.	1891	....	3d Mortgage.....	700,000	7	April & Oct.	"	1888	....
Chicago, Rock Island and Pacific: 1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	104	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871	....
Chi. & Southwestern (C. R. & Pac.): 1st Mort. guar. and tax free, gold	5,000,000	7*	May & Nov.	New York.	1889	....	Dayton and Union: 1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....
Chillicothe & Brunswick (N.Mo.): 1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	82	2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Cincinnati, & Balt. (Mar. & Cin.): 1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	Income Bonds.....	252,445	6	"	"	1879	....
Cincinnati, Hamilton and Dayton: 1st Mort. of 1863 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	Dayton and Western: 1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....	1st Mortgage.....	433,000	6	"	"	1906	....
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	"	1877	....	Decatur & E. St. Louis (T.W. & W.): 1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
Cinc. and Indiana (C. Laf. & Chi.): 1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	Decatur, Sullivan and Mattoon : 1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	1877-78	....	Delaware: 1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
Cincinnati and Indianapolis Junc.:							Delaware State Loan.....	170,000	6	"	"	1876	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	Guaranteed Bonds.....	100,000	6	"	"	1875	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	Exten. (Seaf. to Delmar) bonds.....	100,000	6	"	"	1880	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....	Delaware, Lackawanna & Western: 1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871	....
Cincinnati, Lafayette and Chi.:							1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	"	1875	100
1st Mortgage..... gold	20,000pm	7*	March & Sept.	New York.	1901	84	2d Mort. (General).....	1,633,000	7	March & Sept.	"	1881	98
Cin. and Martinsville (C. & Laf.): 1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	Denver Pacific: 1st Mortgage (Land grant)..... gold	2,500,000	7*	May & Nov.	New York.	1897	....
Cincinnati, Richmond & Chicago: 1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	Des Moines Valley: 1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
Cincinnati, Sandusky and Clev.:							1st Mortgage Land grant.....	4,690,000	8	"	"	1898	....
1st Mortgage of 1867.....	1,061,861	7	June & Dec.	New York.	1890	84	Income Bonds.....	462,000	7	Jan. & July.	"	1884	....
1st Mort. (San. Day. and Cin.).....	988,000	6	Feb. & Aug.	Boston.	1900	79	Detroit, Hillsdale and Indiana : 1st Mort. (16,000 p. m.)..... guar.	1,080,000	8	June & Dec.	New York.	1890	86
1st Mort. (San. City and Ind.).....	350,000	7	March & Sept.	"	1877	91	Detroit, Lansing & L. Michigan: 1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	....
Cincinnati and Zanesville:							1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	"	1880	....
Clev., Col. and Cinc. (C. C. & I.): 1st Mortgage \$25,000 a year.....	323,000	7	June & Dec.	New York.	1871-84	....	Detroit and Milwaukee: 2d Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....
Clev., Col., Cin. & Indianapolis:							1st Mortgage.....	1,000,000	8	"	"	1875	....
1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1899	101	1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875	....
1st Mort. (C. U. and C. R. R.).....	323,000	7	June & Dec.	"	1871-84	....	2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	....
Cleveland and Mahoning:							Bonds of June 20, 1884, (consol.)	1,916,639	6	"	NY & Detroit.	1886	....
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	Bonds of Sept. 8, 1886.....	300,000	6	March & Sept.	New York.	1886	....
3d Mortgage sinking fund.....	654,500	8	March & Sept.	"	1876	....	Sterling (Ond. & Ottawa R. R.)	150,867	6*	May & Nov.	NY & London.	1873	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	1881	....	Dollar ( " ) ..	51,000	7	"	New York.	1873	....
Clev., Mt. Vernon and Delaware: 1st Mort. for \$1,500,000..... gold	143,000	7*	Jan. & July.	New York.	1900	....	Detroit, Mon. & Tol. (M.S. & N.I.): 1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	98
Clev., Painesville & Ash. (L. Shore): 1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....	Detroit and Pontiac (Det. & Mil.): 1st Mortgage.....	150,000	7	April & Oct.	New York.	1878	....
2d Mortgage (registered).....	1,000,000	7	"	"	1880	99	2d Mortgage.....	100,000	7	Jan. & July.	"	1878	....
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	96	1st Mortgage.....	250,000	8	Feb. & Aug.	"	1886	....
Cleveland and Pittsburg: 2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	99	Dixon, Peoria & Han. (C.B. & Q.): 1st Mortgage, traffic guarantee.	800,000	8	Jan. & July.	New York.	1890	97
3d Mortgage.....	1,358,000	7	May & Nov.	"	1875	95	Dubuque, Bellevue and Miss. : 1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1890	....
4th Mortgage.....	1,104,844	6	Jan. & July.	"	1892	87	Dubuque Southwestern: 1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1883	....
Consol. skg f'd Mort. \$5,000,000.	528,000	7	May & Nov.	"	1900	96	1st Mortgage.....	450,000	7	April & Oct.	"	1888	....
Cleveland & Toledo (L.S. & M. So.): 1st Mortgage Sinking Fund.....	2,104,000	7	Jan. & July.	New York.	1885	103	Dunkirk, Warren and Pittsburg: 1st Mortgage tax free..... gold	1,000,000	7	June & Dec.	New York.	1900	....
2d Mortgage of 1886.....	864,000	7	April & Oct.	"	1886	....							

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	93	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1896	.....
1st Mortgage (construction).....	600,000	7	" "	" "	1894	.....	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1888	103 1/2
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	.....	Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car.....	1,425,546	7	Jan. & July.	New York.	'81-'86	.....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	.....	1st Mortgage not guaranteed....	376,765	7	" "	" "	'81-'86	.....
East Brandywine & Waynesburg.							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	.....	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	.....
2d Mortgage.....	35,000	8	" "	" "	1873	.....	Hackensack & New York (Erie):						
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	.....
1st Mortgage, guar. S. Car. Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	95	Hackensack & N. York Ext. (Erie):						
East Tenn. & Georgia (E.T.V. & G.):							1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.	1889	.....
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880	94	Hannibal and Naples:						
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	.....	1st Mortgage of Nov. 1, 1868.....	675,000	7	May & Nov.	New York.	1898	91
East Tennessee, Virginia & Ga.:							Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage, consol. s. car fund..	3,500,000	7	Jan. & July.	New York.	1900	95 1/2	1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890	88
Eastern Mass.							Hannibal and St. Joseph:						
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	.....	Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	94
Loan of 1862, sterling.....	383,000	6	Jan. & July.	London.	1872	.....	Mo. State Loan, 1855.....	1,500,000	6	" "	" "	1885	.....
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	98	Six years Mortgage bonds.....	60,000	10	" "	" "	1872	.....
Loan of 1866.....	160,000	6	April & Oct.	" "	1885	98 1/2	Three years' notes.....	810,000	8	" "	" "	1873	.....
Loan of 1868.....	1,000,000	6	March & Sept.	" "	1888	.....	Five years' notes.....	1,024,300	8	" "	" "	1875	.....
Loan of 1869.....	500,000	6	May & Nov.	" "	1889	94 1/2	Fifteen years' bonds.....	1,209,600	8	March & Sept.	" "	1885	92
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	" "	1876	90	1st Mort. (Q. and Palmyra R.R.)	400,000	8	Feb. & Aug.	" "	1892	82 1/2
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam.R.R.)	1,200,000	10	Jan. & July.	" "	1892	104 1/2
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	55	Land Mortgage.....	1,503,700	7	April & Oct.	" "	1888	100
2d Mortgage.....	180,000	6	April & Oct.	" "	1886	.....	Convertible Mortgage.....	5,600	7	Jan. & July.	" "	1888	.....
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	.....	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	.....
Elmira and Williamsport (N. Con.):							Harlem Extension:						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	95 1/2	1st Mortgage of Jan. 1, 1870.....	4,000,000	7	Jan. & July.	New York.	1890	.....
Income Mortgage.....	570,000	5	May & Nov.	" "	1872	59 1/2	Harrisburg & Lancaster (Pa.R.R.):						
Real Estate (Elmira) bond.....	50,000	7	" "	" "	.....	.....	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	92 1/2
Erie Railway:							Hartford and New Haven:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	100 1/2	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	.....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	92 1/2	Hartford, Providence and Fishkill:						
3d Mortgage.....	6,000,000	7	" "	" "	1883	100	1st Mort. (R. Island 26.32 m.)....	481,000	7	Jan. & July.	Providence.	1876	.....
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	94 1/2	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	.....
5th Mortgage convertible.....	926,500	7	June & Dec.	" "	1888	93 1/2	Hastings and Dakota:						
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	" "	1891	.....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	.....
Sterling Loan (\$1,000,000) conv.	4,844,400	6	March & Sept.	London.	1875	.....	Hempfield:						
Erie and Pittsburg (Penn.):							1st Mortgage (part collateral)....	1,000,000	6	Jan. & July.	Philadelphia.	1872	.....
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	.....	Housatonic:						
2d Mortgage.....	153,000	7	March & Sept.	" "	1890	.....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	.....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	" "	1893	.....	2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	.....
European & North American:							3d Mortgage of 1-69.....	50,000	7	April & Oct.	" "	1889	.....
B'gor L'n, 1st on 65 m. & 2d on 45 m.	1,000,000	6	Jan. & July.	N. Y. & Lond.	1898	.....	Houston and Texas Central:						
1st m. R.R. & L'd (B to Win 45 m)	2,000,000	6	" "	" "	1899	.....	1st Mortgage L.G. s. car fund, gold	3,400,000	7	Jan. & July.	New York.	1891	.....
Evansville and Crawfordsville:							Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & Ill. R.R.).....	350,000	7	Jan. & July.	New York.	1889	.....	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	.....
1st Mortgage (Ev. & Chl. R.R.).....	740,000	7	May & Nov.	" "	1889	.....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	109 1/2
1st Mort. (Rockville Extension).....	150,000	7	Feb. & Aug.	" "	1881	.....	3d Mortgage.....	180,000	7	May & Nov.	" "	1875	101 1/2
Consolidated Mortgage.....	.....	7	Jan. & July.	" "	1889	.....	Huntington and Broad Top Mt.:						
Evansville, Henderson & Nashv.:							1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	101 1/2
1st Mortgage of July 1, 1887.....	1,000,000	7	Jan. & July.	New York.	1897	.....	2d Mortgage.....	267,500	7	Feb. & Aug.	" "	1873	86
Fall River, Warren & Providence:							1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	" "	1895	48 1/2
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	.....	Illinois Central:						
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,000,000	7	April & Oct.	New York.	1875	104 1/2
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	.....	2d Mortgage Construction.....	332,000	6	" "	" "	1875	.....
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	" "	" "	1890	.....
1st Mortgage L. G., 1st mort.....	287,000	7	May & Nov.	New York.	1880	.....	Redemption, sterling.....	2,500,000	6	" "	London.	1890	.....
1st Mortgage L. G., 2d mort.....	319,000	7	Jan. & July.	" "	1887	.....	Illinois & South. Iowa (T.W. & W.):						
1st Mortgage L. G., 3d mort.....	1,200,000	8	March & Sept.	" "	1888	.....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	90
F. & Holly R.R. b'ds (\$25,000 a yr)	500,000	10	May & Nov.	" "	1888	.....	Indiana and Illinois Central:						
Flushing & North Side (L. I.):							1st Mortgage.....	2,750,000	7	Jan. & July.	N.Y. & Lond.	1900	.....
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	.....	Indianapolis, Blooming. & West:						
Fonda, Johnston & Gloversville:							1st Mortgage, conv.....	5,000,000	7	April & Oct.	New York.	1909	.....
1st Mortgage.....	300,000	7	.....	New York.	1889	.....	2d Mortgage.....	1,500,000	8	" "	" "	1890	.....
Ft. W., Jackson & Sag. (Mich. C.):							Indianapolis, Cin. and Lafayette:						
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	.....	1st Mortgage (Ind. & Cin.) 95 m.	1,539,500	7	April & Oct.	New York.	1888	.....
Ft. W., Muncie & Cin. (F.W. J. & S.):							1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	.....
1st Mortgage guaranteed.....	1,900,000	7	Jan. & July.	New York.	1889	.....	1st Mortgage ( " ) 179 m.	1,566,000	7	June & Dec.	" "	1899	69 1/2
Galena & Chic. Union (C. & N.W.):							1st Mortgage (Cin. and Ind.)....	500,000	7	" "	" "	1893	.....
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	105	2d Mort. (C. & L.) 10, 15 & 20 yrs..	1,500,000	7	Jan. & July.	" "	'77-'78	.....
2d Mortgage.....	985,000	7	May & Nov.	" "	1875	98	Indianapolis, Crawfordsv. & Danv.:						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	" "	1884	.....	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	.....
Georgia:							Indianapolis & Madison (J.M. & I.):						
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-'86	.....	1st Mortgage of May 1, 1862.....	397,000	7	May & Nov.	New York.	1882	.....
Goshon and Deckertown (Erie):							Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	.....	1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	.....
Gr. Rapids & Indiana (P.F.W. & C.):							2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1889	.....
1st Mortgage guar half yr. gold	4,000,000	7	Jan. & July.	New York.	1897	.....	Ionia & Lansing (D.L. & L. Mich.):						
1st Mortgage half year..... gold	4,000,000	7	April & Oct.	" "	1899	.....	1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	.....
Grand Trunk (Ca.):							2d Mortgage assumed.....	300,000	8	May & Nov.	" "	1880	.....
1st Preference Bonds £2,703,325.	13,516,625	5	Jan. & July.	London.	.....	.....	Iowa Falls & Sioux City (Ill. Cen.):						
2d Preference Bonds £1,610,264.	8,061,320	4	" "	" "	.....	.....	1st Mortgage of April 1, 1869.....						



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage of Oct. 1, 1886.....	\$2,107,000	7	April & Oct.	New York.	1906	....	1st Mort. of 1858 .....	\$963,000	6	April & Oct.	Philadelphia.	1872	99 1/2
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....	1st Mort. of 1868 (coup. & reg.) free	3,343,000	6	June & Dec.	"	1898	97 1/2
1st Mortgage (Ind. & Mad. guar.)	397,000	7	May & Nov.	" "	1882	....	1st Mort. of '70 (reg.) for \$5,000,000	1,050,000	7	Feb. & Aug.	"	1900	105
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....	1st Mort. (Hazleton R.R. of 1862)	132,000	6	April & Oct.	"	1872	....
Louisville Loan (Jefferson R.R.)	74,000	6	" "	" "	1882	....	Lewey's Island (S. C. & P.):						
Joliet and Chicago (C. & Alton):							1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	100 1/2	Little Miami & Colum. & Xenia:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18-0	....
Junction (Cin. & Indianapolis):							1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	"	1905	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	1st Mortgage ( " ).....	433,000	6	" "	"	1905	....
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	....	Little Rock and Fort Smith:						
Junction, Philadelphia:							1st Mortgage for \$3,500,000 - gold	.....	6*	Jan. & July.	Boston	1890	30 1/2
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Little Rock, Pine Bluff & N. O.:						
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91 1/2	1st Mortgage.....	.....	7*	" "	New York.	1889	....
Junction and Breakwater:							Little Schuylkill (P. & Rdg.):						
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Kalam., Alleg. & Gr. R. (L.S. & M.S.):							Logansport, Crawf. & S'w'n Ind.:						
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	92 1/2	1st Mortgage.....	1,500,000	8	J. A. J. O.	New York.	1900	....
Kalamazoo, & S. Haven (M.Cen.):							Long Branch and Sea Shore:						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104 1/2	1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Kalam. & Three Riv. (L.S. & M.S.):							Long Island:						
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
Kalam. & W. Pigeon (L.S. & M.S.):							1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Glen Cove Br.).....	150,000	6	May & Nov.	"	1893	....
Kansas City and Santa Fe:							General Mortgage of 1869.....	775,000	8	" "	"	1899	....
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....	Louisville & Miss. Riv. (Ch. & Al.):						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage, guaranteed.....	20,000 pm	7	Jan. & July.	New York.	1889	....
1st Mortgage (consolid.) 264 m.....	687,000	8	March & Sept.	N.Y. & Bos'n	1890	....	Louisville, Cincin. and Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	"	1880	....	1st Mortgage (Cincinnati Br.).....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. ( " ).....	150,000	10	" "	" "	1872	....	2d Mortgage (general).....	1,000,000	8	April & Oct.	"	19-0	....
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	"	1892	97	1st Mort. (Lo. & Frankfort Br.)	82,000	6	Jan. & July.	"	71-80	....
2d Mort. ( " ).....	539,500	8	June & Dec.	"	1874	91	Louisv. Loan ( " ).....	100,000	6	" "	"	1881	....
1st Mort. (Mo. Valley 61 m.).....	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mort. (Lex. & Frankfort)...	25,000	6	" "	"	1874	....
1st Mort. ( " ).....	1,500,000	7	" "	"	1893	....	Louisville and Nashville:						
Kansas Pacific (U. Pac. E. D.):							1st Mortgage (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
1st Mort. on R.R. 140 m.....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Louisville Loan (Main Stem).....	849,000	6	April & Oct.	"	80-87	....
1st Mort. on R.R. 254 m.....gold	4,063,000	6*	June & Dec.	"	1896	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1887	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	"	1896	....	1st Mortgage (Memphis Br.).....	197,000	7	" "	"	71-75	....
Land Gr. Mort. on 2,000,000 acres	818,000	7	March & Sept.	"	71-76	....	1st Mortgage (Bardstown Br.)	1,000	7	Jan. & July.	"	1870	....
1st Mort. on R.R. 245 m. & 3,000,000 a	6,500,000	7	May & Nov.	"	1899	....	1st Mort. (Lebanon Br. Ext.).....	88,000	7	May & Nov.	"	80-85	....
1st Mort. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	"	1880	....	Louisville Loan (Leb. Br. Ext.)	333,000	6	April & Oct.	"	1893	....
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	" "	"	95-97	....	Consolid. mort. of April 1, 1868.	5,500,000	7	" "	"	1898	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	"	1916	....	Lowell & Lawrence (B. & L.):						
Kent County (Del.):							1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....	Macon and Brunswick:						
Kentucky Central (Cov. & Lex.):							1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-90	....
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....	2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1889	....
2d Mortgage March 1863.....	\$44,000	7	" "	"	1883	....	3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	"	1890	....
3d Mortgage June 1-66.....	237,000	7	June & Dec.	"	1885	....	Equipment Mortgage.....	150,000	.....	.....	.....	....	
Keokuk, Iowa City and Minn.:							Macon and Western:						
1st Mortgage.....	20,000 pm	7	Jan. & July.	New York.	1891	....	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
2d Mortgage.....	5,000 pm	7	" "	"	1891	....	Madison and Portage:						
Keokuk and St. Paul (C.B. & Q.):							1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95	Maine Central:						
Lackawanna and Bloomsburg:							Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	90-91	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Bonds, exchangeable for new 7a.	163,000	6	June & Dec.	"	1871	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	"	1898	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	Mort. (Ext.) for \$500,000.....gold	112,000	6*	April & Oct.	"	1900	....
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	....	1st Mort. (B.to P. & Ken.) exch. 7a	577,000	6	" "	"	1872	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....	2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....	Mansfield & Framingham (B.C. & F.):						
La C. Trempe & Pres. (C. & N.W.):							1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90 1/2
1st Mortgage, guaranteed.....	800,000	7	" "	New York.	....	....	Marietta and Cincinnati:						
Lafayette, Bloomington & Miss.:							1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage.....	1,300,000	7	" "	New York.	....	88 1/2	1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	100
Lafayette, Muncie & Blooming.:							2d Mortgage.....	2,500,000	7	May & Nov.	"	1898	90
1st Mortgage.....	1,500,000	8	" "	New York.	....	....	3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	"	1890	85
Lake Erie and Louisville:							1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....	Baltimore Loan to Union R. R.	20,000	7	.....	Baltimore.	....	....
Lake Shore & Michigan So.:							Marietta and Pittsburgh:						
Sunbury B'ds (CP & ARR 95 1/4 m)	500,000	7	Jan. & July.	New York.	1874	....	1st Mort. of Aug. 1, 1859.....gold	14,000 pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Regis. Bonds ( " ).....	1,000,000	7	" "	"	1880	....	Marquette and Oatonaogon:						
3d Mortgage ( " ).....	1,000,000	7	April & Oct.	"	1892	....	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	"	1899	97	Maryland and Delaware:						
S. Fund Bonds (L.S. & M.S. 1,013 m)	1,800,000	7	" "	"	1879	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50 1/2
Consol. M. reg. " ".....	3,699,000	7	J. A. J. & O.	"	1900	101	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Consol. M. coup. " ".....	1,334,000	7	Jan. & July.	"	1900	....	Memphis and Charleston:						
1st Mort. (M.S. & N. In. R.R. 521 m)	6,556,000	7	May & Nov.	"	1885	102 1/2	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mort. ( " ).....	2,693,000	7	" "	"	1877	98 1/2	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (Junc. R.R. 49 1/4 m.)...	115,000	7	June & Dec.	"	1872	....	Tenn. Loan.....	1,864,387	6	" "	"	1890	....
S. Fund (Clev.													

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	....
Millin & Centre Co. (Pa. R. R.):							Newark, Somerset & Straitsville:						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C&NW):							New Bedford and Taunton:						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1831	....
2d Mortgage, ".....	10,500	7	Jun. & Dec.	"	1898	....	New Brunswick and Canada:						
Mil. & Prairie du Chien (M&StP):							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Erie):						
2d Mortgage, ( " ).....	1,315,000	7.3	"	"	1898	....	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	95 1/2	1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer)...	791,500	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.)...	3,728,000	7	Jan. & July.	"	1897	91 1/2	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.).....	207,000	7	"	"	"	....	New Haven and Darby:						
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	"	....	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven.	1888	....
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	108	New H. Middle'n & Willman:						
2d Mortgage (P du C. Div.).....	1,315,000	7.3	"	"	1898	10	1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage \$70 miles.....	1,191,000	7	April & Oct.	"	1884	85	2d Mortgage for \$1,500,000.....	.....	6	Jan. & July.	"	1891	....
Income Mortgage.....	20,000	7	Jan. & July.	"	"	....	New H. & Northampton (Canal):						
Milwaukee City Loan.....	233,000	7	March & Sept.	"	1873	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Milwaukee and Western bonds.	234,000	7	Jan. & July.	"	1891	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Real Estate Purchase.....	148,500	7	various.	"	"	....	New Jersey (Pennsylvania):						
Incumbrances assumed.....	33,539	7	"	"	"	....	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
Mineral Point:							2d Loan.....	450,000	6	"	"	1878	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	3d (State Loan).....	100,000	6	"	"	1887	....
Minnesota and North Western:							New Jersey Midland (N.Y. & O.M.):						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1896	....	1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
Mississippi Central:							2d Mortgage.....currency	400,000	7	"	"	1891	....
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....	New Jersey Southern:						
2d Mortgage ( " ).....	2,000,000	8	Feb. & Aug.	"	1876	....	1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	80 1/2
1st Mort. (Miss. Cen. & Tenn.)...	25,000	6	April & Oct.	"	1863	....	1st Mortgage (Tom's Riv. Br.)...	120,000	6	Feb. & Aug.	"	1890	....
Tennessee Loan bonds.....	1,278,900	6	Jan. & July.	"	1892	....	New Jersey West Line:						
Mississippi, Ouachita & Red Riv.:							1st Mort. for \$3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
1st Mortgage.....gold	12,000pm	7*	— & —	New York.	1900	....	New London Northern:						
Land Mort. (257,000 acres).....gold	1,000,000	7*	— & —	"	1900	....	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
Arkansas State Loan.....	10,000pm	7	— & —	"	1900	48	1st Mortgage, Extended.....	370,000	7	March & Sept.	"	1885	....
Mississippi and Tennessee:							Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
1st Mortgage of April 1, 1866....	600,000	7	April & Oct.	New York.	1876	....	New O. Baton Rouge & Vicksburg:						
Consolidated Mortgage of 1866...	1,179,500	8	March & Sept.	"	1893	....	1st Mortgage.....gold	12,500pm	8*	— & —	New York.	1910	....
Mississippi River:							2d Mort. endor. by Louis.....gold	12,500pm	8*	— & —	"	1910	....
1st Mortgage.....	17,000pm	7	— & —	New York.	....	....	N. Orleans, Jackson & Gt. North.						
Mississippi, Iowa & Nebraska:							1st Mortgage of July 1, 1866.....gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
1st Mort. of June 1, 1870.....gold	.....	7*	June & Dec.	New York.	1910	....	2d Mortgage of Oct. 1, 1860.....gold	1,500,000	8*	April & Oct.	New York.	1890	....
Missouri, Kansas and Texas:							Income Mortgage of 1870.....gold	2,000,000	7*	— & —	New Orleans.	1890	....
1st M. RR & land (U.P.S. Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....	City Extension Mort.....gold	1,000,000	7*	— & —	"	1890	....
1st M. (Teb. & Nesho)S.F., gold	2,000,000	7*	June & Dec.	"	1903	....	New Orleans, Mobile and Texas:						
Consol. L.G. S.F. (\$14,000,000)gd	1,605,000	7*	Feb. & Aug.	"	1904	....	1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
Missouri River, Ft. Scott & Gulf:							2d Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	"	1915	....
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	93 1/2	2d Mortgage on 227 miles.....cur.	12,500pm	8	"	"	1915	....
2d Mortgage of April 15, 1870.....	1,400,000	10	April & Oct.	"	1890	91	New Orleans and Selma:						
Missouri Valley (K.C.S. J. & C.B.):							1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	New York and Boston:						
1st Mortgage ".....	1,000,000	7*	"	"	1893	....	1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
Mobile & Alabama Grand Trunk:							New York Central:						
1st Mort. endorsed by Ala.....	10,000pm	8	Feb. & Aug.	New York.	....	....	Debt Certif. & Premium Bonds.	5,938,626	6	May & Nov.	New York.	1883	93
Mobile Lo'n \$1,500,000 end. by Co.	1,500,000	8	— & —	"	....	....	Bonds for Debits assumed.....	1,514,000	7	May & Nov.	"	1876	101
Mobile and Girard:							Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	"	1883	....
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	....
2d Mortgage, endorsed by Ala.....	300,000	7	"	"	....	....	Bonds for real estate.....	162,000	6	"	"	1883	....
Plain Bonds.....	33,500	7	— & —	Mobile.	....	....	Bonds and mortgages for R. E.	22,800	7	various.	"	var.	....
Mobile and Montgomery:							Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876	....
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds in place of bonds of 1864.	2,900,000	6	June & Dec.	"	1887	94
Mobile and Ohio:							1st Mort. (Hudson Riv. R.R.)...	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	2d Mort. ( " " )S. F.	1,891,000	7	June & Dec.	"	1885	106
1st Mortgage.....Sterling	6,470,000	6*	"	London.	1882	....	3d Mort. ( " " ).....	180,000	7	May & Nov.	"	1875	103
Interest bonds (10 years).....	803,700	8	"	New York.	1878	....	Conv. B'ds ( " " ).....	8,000	7	"	"	1867	....
Interest bonds 2nd issue.....	377,900	8	"	"	1883	....	New York and Fort Lee (Erie):						
Interest bonds sterling.....	755,400	6*	"	London.	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....	New York & Flushing (F. & N.S.):						
Montgomery & Erie (Erie):							1st Mortgage.....	135,000	7	— & —	New York.	1876	....
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	New York and Harlem:						
Montgomery and Eufala:							1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	100 1/2
1st Mortgage of 1866, endorsed.	640,000	8	March & Sept.	New York.	1886	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	....
1st Mortgage of 1870, endorsed.	300,000	...	June & Dec.	"	1900	....	Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	"	1893	96
Montgomery & West Point (Wtn):							Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	"	1881	....
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....	Bonds of 1853, uncured.....	106,000	7	"	"	1872	....
1st Mortgage.....	450,000	8	"	"	180	....	N. York, Housatonic & Northern:						
1st Mortgage.....	298,000	8	"	"	1876	....	1st Mortgage.....	141,500	7	— & —	New York.	1889	....
2d Mortgage.....	254,000	8	"	"	1881	....	New York and New Haven:						
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	98
Montreal & Champlain:							New York & Oswego Midland:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....	1st Mort. for \$5,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage.....	370,000	8	"	New York.	1879	....	New York, Providence & Boston:						
Morris and Essex:							1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	104 1/2	1st Mortgage.....	80,000	6	"	"	1878	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	100 1/2	Consol. Mort. for \$1,000,000...	512,000	7	Jan. & July.	"	1899	



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Missouri:							Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1865 .....	\$6,000,000	7	Jan. & July.	New York.	1895	96	1st Mortgage, guaranteed .....	\$375,000	7	Jan. & July.	New York.	1890	....
2d Mortgage of Oct. 1868.....	4,000,000	7	April & Oct.	"	1888	....	Peninsula (C. & N. W.):						
3d M. of Oct. 1869 (7 p.c. after 5yrs)	3,000,000	10	"	"	1888	....	1st Mortgage, guaranteed .....	855,000	7	March & Sept.	New York.	1898	91½
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):						
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	102½	1st Mortgage .....	1,800,000	7*	May & Nov.	New York.	1899	....
Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	110½	Pennsylvania and New York:						
2d Mortgage.....	1,246,000	7	May & Nov.	"	1896	96½	1st Mortgage.....	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
Northern Central:							1st Mortgage.....	1,500,000	7	"	"	1906	....
1st Mortgage, Md. State loan....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....	Penobscot and Kennebec (M. C.):						
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	94½	1st Mortgage (Bangor Loan)....	577,000	6	April & Oct.	Bangor.	1872	....
3d Mortgage.....	1,223,000	6	April & Oct.	"	1900	89	2d Mortgage.....	169,500	6	Feb. & Aug.	Boston.	1870	....
3d Mortgage (York & Cumb.R.R.)	500,000	6	Jan. & July.	"	1877	98	Peoria & Bureau Val (C.R.I. & P.):						
Consol. Mort. of July 1868.....	2,019,000	6*	"	"	1900	96½	1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....
Income conv. of April 1, 1870....	475,000	7	April & Oct.	"	1880	....	Peoria & Hannibal (C. B. & Q.):						
Northern New Hampshire:							1st Mortgage, tax free.....	600,000	8	Jan. & July.	Boston.	1878	....
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	....	Peoria, Pekin and Jacksonville:						
Northern New Jersey (Erie):							1st Mort. of May 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1894	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	....	2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	....
Northern Pacific:							Peoria and Rock Island:						
1st Mort. on R.R. & lands... gold	50,000	7.3	Jan. & July.	New York.	1900	....	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1900	....
North Western Virginia:							Perkiomen (Phila. & Rdg):						
2d Mortgage (assumed B. & O.).	458,500	6	Jan. & July.	Baltimore.	1873	99½	1st Mortgage.....	510,200	6	April & Oct.	Philadelphia.	1897	85
3d Mortgage ("").....	140,000	6	"	"	1885	92	Perth Amboy and Woodbridge:						
Norwich and Worcester:							1st Mortgage, guaranteed.....	100,000	6	"	New York.	1886	....
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877	....	Petersburg:						
Plain bonds.....	59,000	7	June & Dec.	"	1874	....	Mortgage Bonds.....	3,094	6	Jan. & July.	New York.	1871	....
Steamboat bonds.....	45,000	7	Feb. & Aug.	"	1870	....	Mortgage Bonds.....	25,500	7	"	"	1865	....
Construction bonds.....	250,000	7	Jan. & July.	"	1877	....	Mortgage Bonds.....	266,500	8	"	"	'79-'95	....
New bonds of 1870.....	22,000	7	"	"	1890	....	Philadelphia and Baltimore Cent.:						
Nyack and Northern:							1st Mortgage (Penn. Div.).....	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Md. Div.).....	300,000	6	"	"	1891	....
Oakland & Ottawa (D. & M.):							Philadelphia and Erie (Penn.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage.....	5,000,000	6½	March & Sept.	Philadelphia.	1881	90
1st Mortgage ("") dollar.	51,000	7	"	New York.	1873	....	2d Mortgage.....	3,000,000	7	Jan. & July.	"	1883	94½
Ogdensburg and Lake Champlain:							3d Mortgage.....	3,598,000	6	"	"	1920	....
1st Mort. conv. into pref. stock.	4,600	7	Jan. & July.	Boston.	1869	....	1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	100
2d Mort. conv. into com. stock.	25,200	7	April & Oct.	"	1861	....	Philadelphia, Germant. & Norrist:						
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102½	1st Mort. Convertible.....	25,400	6	Jan. & July.	Philadelphia.	1882	....
Ohio and Mississippi:							Philadelphia and Reading:						
1st Mortgage (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	101	Debutenue Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia.	1871	....
1st Mortgage (W. Div.).....	850,000	7	"	"	1872	....	Debutenue Loan of 1868.....	1,121,000	6	"	"	1893	85
2d Mortgage (W. Div.) conv....	534,000	7	"	"	1874	88	Debutenue Loan of 1870.....	2,625,000	7	"	"	1890	....
Income Mort. (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1857, conv....	143,500	6	"	"	1886	....
Funded Debts Mort. (W. Div.)	16,500	7	"	"	1882	....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	96
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	99	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	103½
Consolidated Mort. (sterling)...	101,850	7	"	London.	1898	....	Sterling Loan of 1836.....	182,400	5*	Jan. & July.	London.	1880	....
Oil Creek and Allegheny River:							Sterling Loan of 1843.....	976,800	6*	"	"	1880	....
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Sterling Loan of 1836.....	288,000	7*	"	"	'72-'77	....
1st Mortgage.....	550,000	7	April & Oct.	"	1882	....	Philadelphia, Wilmington & Balt.:						
1st Mortgage.....	200,000	7	June & Dec.	"	1871	....	Mortgage, convertible.....	349,000	6	Jan. & July.	Philadelphia.	1884	....
2d Mortgage.....	71,000	7	May & Nov.	"	1871	....	Plain Bonds.....	600,000	6	April & Oct.	"	1871	....
Consolidated Mortgage.....	819,000	7	"	"	1888	80	Plain Bonds.....	400,000	6	"	"	1876	....
Old Colony and Newport:							Plain Bonds.....	1,000,000	6	"	"	1887	....
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	102½	Pittsburg, Cin. & St. Louis (Pa.):						
Plain Bonds.....	1,000	6	March & Sept.	"	1874	96½	1st Mortgage, guaranteed.....	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
Plain Bonds.....	486,000	6	April & Oct.	"	1875	96½	2d Mort. conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	74½
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	96½	Pittsburg & Connellsville (B. & O.):						
Plain Bonds.....	34,000	6	"	"	1884	....	1st Mortgage, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	96½
Omaha and Southwestern:							2d Lien Bld. Loan.....	1,000,000	6	"	"	1886	....
1st Mort. (North Platte Div.)...	300,000	8	June & Dec.	New York.	1890	92	Turtle Creek Div. bonds.....	400,000	6	Feb. & Aug.	New York.	1889	....
Orange, Alexandria & Manassas:							Real Estate bonds.....	100,000	6	various.	Baltimore.	1883	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	83	Pittsburg, Ft. Wayne & Chicago:						
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	83½	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106
3d Mort. ("").....	598,000	8	May & Nov.	Richmond.	1873	91	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
4th Mort. ("").....	574,000	8	March & Sept.	Alexandria.	1880	84½	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	86	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Va. State Loan.....	249,962	7	"	"	1893	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Oswego Valley & Southern Kansas:							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	102
Oswego and Rome (R.W. & O.):							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	'70-'80	....	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
2d Mortgage, guaranteed.....	375,000	7	"	"	1885	....	2d Mortgage (Series M).....	860,000	7	April & Oct.	"	1912	98
Ottawa, Osw. & Fox R.V. (C.B. & Q.):							Bridge (O. & P. R. R.) bonds....	168,000	7	May & Nov.	"	1876	....
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	96½	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	....
Owensboro' and Russellville:							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886	....	Port Huron & Lake Michigan:						
Pacific of Mo.:							1st Mortgage of May 1, 1869....	1,800,000	7*	May & Nov.	New York.	1899	....
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....	Portland and Kennebec:						
1st Mortgage.....	7,000,000	7*	Jan. & July.	"	1880	100½	1st Mort. (K. & P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Real Estate Bonds..... gold	500,000	10	various.	St. Louis.	var.	....	Funded Int. bonds Oct. 1, 1863.	22,648	6	"	Boston.	1883	....
St. Louis County Loan.....	700,800	6	Feb. & Aug.	"	'71-'73	....	Consol. (P. & R.R.) Apr. 1, 1865	790,700	6	"	"	1895	....
Panama:							Portland loan.....	100,000	6	"	"	....	....
Sterling Bonds £													

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Reading and Columbia (P. & R.):							Savannah and Charleston:						
1st Mortgage, guaranteed.....	\$550,000	7	March & Sept.	Philadelphia.	1882	....	1st Mortgage (Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....	Bonds (C. & S.R.R.) guar. by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R.) guar. by S.C.	245,745	7	"	"	1889	....
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....	Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880	....	1st Mort. guar. by Ala.....gold	16,000pm	5*	May & Nov.	New York.	1890	....
3d Mortgage.....	150,000	7	"	"	1887	....	Schenectady and Susquehanna:						
1st Mortgage (S. & W.) assumed	400,000	7	March & Sept.	"	1886	....	1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (T. S. & R.) assumed.	600,000	7	May & Nov.	"	1890	....	Schuylkill and Susquehanna:						
1st Mortgage (G.F.Br.) assumed.	125,000	7	Jan. & July.	"	1894	....	1st Mortgage, May 1, 1886.....	97,000	6	May & Nov.	Philadelphia.	1876	....
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):						
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York.	1880	....	1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1886	....
1st Mortgage guar. by Va.....	158,100	6	"	"	1875	82	Seaboard and Roanoke:						
Consolidated, Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	76-90	78	1st Mortgage.....	210,000	7	"	Philadelphia.	1800	....
4th Mortgage.....	64,500	6	"	Richmond.	73-75	....	Selma and Gulf:						
Bonds to Roanoke Val. R.R. Co.	129,600	6	Feb. & Aug.	"	71-76	....	1st Mortgage, guar. by Ala.....gold	16,000pm	5*	"	New York.	1890	....
Rich. Frederickburg & Potomac:							Selma, Marion and Memphis:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....	1st Mortgage, guar. by Ala.....gold	16,000pm	5*	March & Sept.	New York.	1889	....
Dollar Bonds.....	124,459	6	"	Richmond.	var	....	Selma and Meridian:						
Dollar Bonds.....	274,228	7	"	"	var	....	1st Mortgage (3d series).....	796,830	6	various.	"	var	....
Richmond and Petersburg:							Selma, Rome and Dalton:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	72-80	....	2d Mortgage.....	6,000,000	7	"	"	....	....
Richmond and York River:							Shamokin Valley & Pottey (N.C.):						
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898	....	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Roanoke Valley (R. & Dan.):							Sheboygan and Fond du Lac:						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	71-76	....	1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Rochester & Genesee Val. (Erie):							Shenango and Allegheny:						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....	1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889	....
Rockford, R. Island & St. Louis:							Shore Line (N. Y. & N. H.):						
1st Mortgage, conv. S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....	1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Rocky River:							Sioux City and Pacific:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....	1st Mortgage Jan. 1, 1868.....gold	1,628,000	6*	Jan. & July.	New York.	1898	....
Rome, Watertown & Ogdensh.:							2d Mortgage (U.S. subsidy).....cur	1,628,320	6	"	"	1898	....
1st Mortgage (general) Skg Fund	632,500	7	June & Dec.	New York.	1891	....	Sioux City and St. Paul:						
1st Mort. (W. & R.) Skg Fund....	796,900	7	March & Sept.	"	1880	....	1st Mortgage, L. G. tax free....	14,000pm	7	"	New York.	....	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	"	72-74	....	Somerset (Me. Central):						
Rondout and Oswego:							1st Mortgage, June 1, 1871.....gold	450,000	7*	June & Dec.	Boston.	1891	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90	South Carolina:						
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	78-88	....
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	70	Domestic Bonds (H) 1886-87....	306,500	7	April & Oct.	Charleston.	71-72	....
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	93	Domestic Bonds (G) 1862-67....	342,500	6	Jan. & July.	"	73-74	....
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1868....	1,272,000	7	April & Oct.	"	88-91	....
1st Mort. conv. into pref. stock..	70,000	7	Feb. & Aug.	Boston.	1863	....	Domestic Bonds (special) Sep. '66	76,000	6	Jan. & July.	"	80-92	....
2d Mort. conv. into com. stock....	67,000	7	"	"	1863	....	Real Estate Mortgage.....	80,733	7	various.	"	71-91	....
Saint Croix and Penobscot:							Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	82-88	....
1st Mort. (Cal. & Baring R.R.)...	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Georgia & Florida (A. & G.):						
2d Mort. ( " ).....	17,500	6	"	"	1879	....	1st Mort. assumed by Atl. & Gulf	464,000	7	"	New York.	1890	....
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876	....	2d Mort. " " " " " " " "	200,000	7	"	"	1890	....
St. Joseph & C.B. (K.O. St. J. & C.B.):							South Mountain Iron:						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97	1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage ( " ).....	339,500	8	June & Dec.	"	1874	91	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
St. Joseph & Denv. C. (E.D. 112m.):							South and North Alabama:						
1st Mort. of Aug. 14, 1869 free....	1,500,000	8*	Feb. & Aug.	NY, L'n & Fk.	1899	102	1st Mort., endor. by Ala., tax free	22,000pm	8*	Jan. & July.	New York.	1890	....
St. Joseph & Denv. C. (W.D. 160m.):							South Pacific (Atl. & Pac.):						
1st M. R.R. lands of M'y 14, '70, free	5,500,000	8*	Feb. & Aug.	NY, L'n & Fk.	1900	97	1st Mort. assumed by A. & P....	7,250,000	6*	Jan. & July.	New York.	1888	....
St. Lawrence & Industry (Can.):							South Shore (Mass.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	95
St. Louis, Alton and Terre Haute:							South Side (L. I.):						
1st Mortgage (Series A) skg f.d.	1,100,000	7	Jan. & July.	New York.	1894	99	1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	92
1st Mortgage (Series B) skg f.d.	1,100,000	7	April & Oct.	"	1894	....	South Side, Va. (A.M. & O.):						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	92	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	84-90	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	1st Mort., consol. 2d pref.....	619,300	6	"	"	84-90	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	82	4th Mortgage, consol. 3d pref....	458,100	6	"	"	84-90	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	Va. State Loan (net).....	708,102	6	"	"	long	....
St. Louis, Coun. Bluffs & Omaha:							Southern Central:						
1st Mortgage, guaranteed.....gold	16,000pm	7*	Jan. & July.	New York.	1901	....	1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis and Iron Mountain:							Southern Iowa and Cedar Rapids:						
1st Mortgage of Aug. 1, 1887 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	100	1st Mortgage.....gold	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Jacksonville & Chicago:							Southern Minnesota:						
1st Mortgage of Mar. 16, 1864....	2,365,000	7	April & Oct.	New York.	1894	94	1st Mort., Apr. 1, 1868 tax free....	20,000pm	7	April & Oct.	New York.	1888	....
2d Mortgage of May 1, 1888.....	380,000	7	Jan. & July.	"	1898	....	Southern (Cal.) Pacific:						
St. Louis, Lawr. & Denv. (Pacific):							1st Mortgage for \$28,000,000 gold	.....	6*	Jan. & July.	New York.	1901	....
1st Mortgage, guaranteed.....gold	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Pennsylvania:						
St. Louis and Santa Fe:							1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....	2d Mort. Sept. 1, 1870.....gold	80,000	7*	"	"	1880	....
St. Louis and South Eastern:							South Western (Cen. of Ga.):						
1st Mort. skg fund conv.....gold	3,250,000	7*	May & Nov.	New York.	94-96	....	Mortgage Bonds, various.....	399,000	7	various.	Macon.	77-80	....
St. Louis and St. Joseph (N. Mo.):							Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6*	May & Nov.	New York.	1893	....	Spartanburg and Union:						
St. Louis, Van. & T. H. (T. H. & I.):							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....	1st Mortgage not endorsed.....	198,370	7	"	"	....	....
2d Mortgage, S. F., guaranteed.	2,600,000	7	April & Oct.	"	1897	....	Springfield & Illinois S. Eastern:						
St. Paul and Chicago (M. & St. P.):							1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	"	1900	....	Staten Island:						
St. Paul and Pacific 1st Division:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	....							



An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Tioga:							Western Union (M. & St. P.):						
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	1st Mortgage for \$5,000,000 .....	\$3,275,000	7	Feb. & Aug.	New York.	1896	....
Toledo, Peoria and Warsaw:							West Jersey:						
1st Mortgage (E. Div.) .....	1,600,000	7	June & Dec.	New York.	1894	95	Loan of Mar. 1861 guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage (W. Div.) .....	1,800,000	7	Feb. & Aug.	"	1896	93 1/2	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	96
2d Mortgage (W. Div.) .....	1,300,000	7	April & Oct.	"	1886	84 1/2	Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
Equipment sinking fund .....	94,000	8	Jan. & July.	"	1879	....	West Shore Hudson River:						
Consolidated Bond Class A .....	1,406,000	7	May & Nov.	"	1911	....	1st Mortgage.....	678,300	7	— & —	New York.	....	....
Toledo, Wabash and Western:							West Wisconsin:						
1st Mort. (To. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	98	1st M. L. G. atg. conv. £300,000.	4,000,000	7	Jan. & July.	N.Y. or Lond.	1885	....
1st M. (L. Erie, W. & St. L. 187 m.)	2,500,000	7	"	"	1890	....	Wicomico and Pocomoke:						
2d Mort. (To. & Wabash 75 m.) .....	1,000,000	7	May & Nov.	"	1878	93 1/2	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	....
2d Mort. (Wab. & West. 187 m.) .....	1,500,000	7	"	"	1871	....	Williamston and Tarboro':						
Equipm't Bonds (T. & W. 75m.) .....	600,000	7	"	"	1883	87	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	....
Consol. M. (T., W. & W. 500 m.) .....	2,700,000	7	F. M. A. & N.	"	1907	93 1/2	Wilm., Charlotte & Rutherford:						
Decatur & East St. Louis 100 m.	2,700,000	7	"	"	1900	....	1st mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97	....
Troy and Boston:							1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	'87-'97	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Wilmington and Reading:						
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	100
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	2d Mortgage.....	262,200	7	Jan. & July.	"	1902	....
Convertible Bonds.....	648,000	7	"	"	1882	....	Wilmington and Weldon:						
Troy, Salem & Rutland (R. & Sar.)							Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	....
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Sterling Loan.....	107,777	7	May & Nov.	"	1885	....
Troy Union:							Sinking Fund Bonds.....	710,000	7	Jan. & July.	New York.	1898	95
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Winona & St. Peter (C. & N. W.):						
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	1st Mortgage.....	20,000 pm	7	Jan. & July.	New York.	....	89
Union Pacific:							2d Mortgage.....	12,000 pm	7	May & Nov.	"	....	....
1st Mortgage, tax free.....	27,237,000	6 1/2	Jan. & July.	N.Y. & Boston	'95-'99	93 1/2	CANAL BONDS.						
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81 1/2	Chesapeake and Delaware:						
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	86 1/2	1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia.	1886	94 1/2
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	....	Chesapeake and Ohio:						
Union Pacific—Central Branch:							Maryland State Loan .....	2,000,000	6	J. A. J. & O.	Baltimore	1870	....
1st Mortgage.....	1,600,000	6 1/2	May & Nov.	New York.	1895	....	Sterling, Loan guaranteed .....	4,375,000	5 1/2	"	London.	1890	....
2d Mortgage (U.S. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	Preferred Bonds.....	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Union Pacific, E. D. (see K. Pac.):							Delaware Division (L.C. & W.):						
Union Pacific, S. Br. (M. & T.):							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
1st M.B.R. 342m. & 1,300,000 acres	4,145,000	6 1/2	Jan. & July.	New York.	1899	....	Delaware and Hudson:						
Union and Titusville:							Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	"	1884	104
Utica and Black River:							Delaware and Raritan (See Cam						
1st Mortgage, July 1868 .....	150,000	7	Jan. & July.	New York.	1878	....	den and						
Vermont Central:							Erne of Pennsylvania:						
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	80 1/2	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1865	....
2d Mortgage.....	1,600,000	7	"	"	1891	31	Bonds for Interest prior to 1850.	101,960	7	"	"	1873	....
Equip. Loans of 1868-'67.....	1,000,000	8	May & Nov.	"	'76-'77	98 1/2	Lehigh Coal and Navigation:						
Equip. Loans of 18													





Date		No.		Miles		Gross		Net		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total		Per Mile		Per Cent		Total</	
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## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

**On asterisks (\*)** occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

**Land Grant Railroads** are printed in "Italic." State-aid Railroads are distinguished by a "Y."

[illegible]



Sept. 30, 1870	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637
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The asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "all," and running dots (....) signify "not ascertained." State-aid Railroads are printed in "Italic." State-aid Railroads are distinguished by a "S." Land Grant Railroads are printed in "Italic."

Abstract of General Balance Sheet.										Value of Shares.							
										Par.	Premium.						
										Dividends.	Earnings.						
										Net	Gross.						
										Freight.							
										Passengers.							
										Trains Moved.							
										Railroad Operated.							
										Surplus Income.							
										Accounts.							
										Bonds.							
										Stocks.							
										Accounts and Cash.							
										Assets.							
										Rolling Stock.							
										Railroad.							
Companies.																	
Rolling Stock.																	
Cars.																	
Engines.																	
Railroad in progress.																	
Branch Line.																	
Main Line.																	
Years ending.																	
Ad. 31, 1871	21.9	1.0	81.0	1.0	400,000	400,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Feb. 28, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,394,374	420,357	370,669	490,000	200,000	1,057,419	355.9	3,600,259	945,369	100
Sept. 30, 1870	26.5	2.3	83.5	2.3	1,130,000	1,130,000	12,038,714	1,39									



Date	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	28
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## REFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Div'ds Paid.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...
Baltimore and Ohio, pref.	3,000,000	6	6	130
Berkshire* guaranteed.	600,000	7	7	...
Blossburg and Corning* guar.	250,000	5	5	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	75
Buffalo, N. York and Erie* guar.	950,000	7	7	74
Camden and Atlantic, pref.	753,695	7	7	80
Catawissa* pref. and guar.	2,200,000	7	7	92
Cayuga and Susquehanna* guar.	589,110	...	9	...
Cedar Rapids & Missouri* preferred and guaranteed.	755,000	7	7	...
Central (Ohio), preferred.	400,000	7	7	...
Chemung* guar.	380,000	8	8	39
Chester, preferred.	2,017,815	7	3	54
Chicago and Alton, pref.	2,425,400	7	10	121
Chicago, Iowa and Nebraska* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	90
Cleveland and Mahoning* guar.	2,056,000	7	7	...
Cleveland and Toledo* guar.	6,250,000	...	34	...
Cocheco, preferred.	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	92
Cumberland Valley, 1st pref.	241,900	8	8	114
" " 2d pref.	242,000	8	8	...
Delaware* guaranteed.	594,241	6	6	...
Detroit & Milwaukee* preferred and guaranteed.	1,500,000	6	...	...
Dubuque and Sioux City* preferred and guaranteed.	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	...
Eastern (N. H.)* guaranteed.	492,500	8	8	...
Elmira, Jefferson and Canandaigua* guaranteed.	500,000	5	5	...
Elmira and Williamsport* guar.	500,000	5	5	...
Elmira and Williamsport* preferred and guaranteed.	500,000	7	7	84
Erie, preferred.	8,536,910	7	7	70
Evansville and Crawfordville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	...
Harrisburg and Lancaster* guar.	1,182,550	7	7	...
Housatonic, preferred.	1,180,000	8	4	...
Huntingdon & Broad Top Mountain, preferred.	190,750	7	34	26
Joliet and Chicago* guar.	1,500,000	7	7	...
Joliet and Northern Indiana* guar.	300,000	8	8	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...
Leeds and Farmington* guar.	...	5	...	...
Little Schuylkill* guar.	2,046,100	7	7	...
Louisville, Cincinnati and Lexington preferred.	844,700	9	9	87
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	28
" " 2d pref.	4,051,744	6	...	14
Manchester and Lawrence* guar.	1,000,000	9	...	77
Michigan Southern, guaranteed.	586,800	10	10	...
Mill Creek and Mine Hill* guar.	323,375	10	10	...
Milwaukee and St. Paul, preferred.	9,744,288	7	...	...
Mine Hill and Schuylkill Haven* guaranteed.	3,775,000	8	8	...
Mount Carbon & Ft. Carbon* guar.	282,250	12	12	...
New Haven and Northampton*	1,344,000	...	2	...
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua* guar.	1,000,000	6	6	...
North Eastern (S. C.) preferred.	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103
Ohio and Mississippi, pref.	3,500,000	7	7	74
Patterson and Hudson* guar.	630,000	8	8	...
Patterson and Ramapo* guar.	248,000	...	5	...
Peoria and Bureau Valley* guar.	1,200,000	...	6	...
Philadelphia and Erie* guar.	5,996,700	...	...	...
Philadelphia and Reading, pref.	1,551,800	10	10	...
Philadelphia and Trenton* guar.	1,099,720	...	10	...
Pittsfield and North Adams* guar.	450,000	6	6	...
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	...
Portland, Saco & Portsmouth* guar.	1,500,000	6	6	...
Portsmouth and Concord*	350,000	7	7	...
Richmond, Fredericksburg & Potomac, guaranteed.	142,900	7	7	...
Rochester and Genesee Valley*	557,560	...	...	...
Rutland, preferred.	...	7	7	62
St. Louis, Alton and T. H. pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,544	6	6	48
Schuylkill Valley* guar.	576,650	5	5	...
Shenokin Valley & Pottsville* guar.	869,450	5	5	...
Sol. Peoria & Warsaw 1st pref.	1,700,000	7	...	...
" " 2d pref.	1,306,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush* guar.	274,000	7	7	...
Vermont and Canada* guar.	2,500,000	8	8	...
Warren* guar.	1,408,300	7	7	...
White Mountains* guar.	200,000	5	5	...
Wrightsv. York & Gettysburg* pref.	317,050	...	2	...

<b>CANAL STOCKS:</b>				
Delaware Division* guar.	1,633,350	8	8	...
Morris, preferred.	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,588,997	6	6	50
Union, preferred.	...	6	...	1

<b>MISCELLANEOUS STOCKS:</b>				
Cumberland Coal, pref.	...	6	...	...
Lavaca Mining, pref.	6,774,400	7	7	21

## WHOLESALE PRICE CURRENT.

<b>IRON—DUTY:</b> Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Flat, 7¢ per ton; Polished Sheet, 8 cents per lb.; Galvanized, 2½¢ Scrap Cast, 36¢; Scrap Wrought, 35¢ per ton.	
Pig, Scotch, No. 1.....	per ton @ 54
Pig, American, No. 1.....	@ 50
Pig, American, No. 2.....	49 @ 51
Pig, American, Forgo.....	48 @ 50
Bar, Refined, English and American.....	@ 105
Bar, Swedes, assorted sizes.....	(gold) 85 @ 100
<b>STORE PRICES:</b>	
Bar, Sweden.....	125 @ 135
Bar, Refined, 1 to 2 in. rd. & sq.—1 to 6 in. x 1 to 1 in.....	110 @ —
Bar, Refined, 1½ to 6 by 1 & 5-16 & 2½ to 2½ rd. & sq.....	115 @ —
Bar, Refined, 1 & 1½ by 1 & 5-16.....	117 50 @ —
Large Round.....	122 50 @ 127 50
Scroll.....	122 50 @ 152 50
Ovals and Half-round.....	127 50 @ 137 50
Band.....	122 50
Horse Shoe.....	120 @ 130
Rods, 1 to 3-16 inch.....	115 @ 155
Hoop.....	135 @ 177 50
Nail Rod.....	per lb. @ 8
Sheet, Russia, as to assortment.....	(gold) @ 181
Sheet, Single D. and T. Common.....	61 @ 74
Sheet, Doubles and Trebles, Charcoal.....	74 @ 81
Sheet, Galvanized.....	List 15 per ct. disc.
Rails, English.....	(gold) per ton 72 @ 74
Rail—American, at Works in Penna., c'y. 85.....	@ 90
Anvils, (Engle).....	per lb. currency. 9 @ —
<b>STEEL—DUTY:</b> Bars and Ingots, valued at 7 cents per lb., or under 24 cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 34 cents per lb., and 10 per cent. ad val. (Store prices.)	
English, Cast, (2d and 1st quality) per lb.....	104 @ 184
English, Spring (2d and 1st quality).....	71 @ 104
English, Blister (2d and 1st quality).....	104 @ 174
English, Machinery.....	114 @ 134
English, German (2d and 1st quality).....	104 @ 12
American, Blister.....	@ 12
American, Cast, Tool.....	15 @ 16
American, Spring.....	9 @ 11
American, Machinery.....	10 @ 104
American, German.....	@ 11
<b>NAILS—DUTY:</b> Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)	
Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.....	@ 5 75
Cut, 8d. and 9d.....	@ 6
Cut, 6d. and 7d.....	@ 6 25
Cut, 4d. and 5d.....	@ 6 50
Cut, 3d.....	@ 7 25
Cut, 2d and 3d. Fine.....	@ 8
Cut Spikes, all sizes.....	@ 6
Cut, Finishing, Casing, Box, &c., 10d to 3d.....	6 25 @ 7 75
Clinch, Kegs.....	7 25 @ 7 75
Horse Shoe, Forged (No. 10 to 5).....	per lb. 21 @ 33
Copper.....	@ 45
Yellow Metal.....	@ 32
<b>TIN—DUTY:</b> Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.	
Bancas.....	(gold) per lb. @ 48
Straita.....	(gold) @ 37
English.....	(gold) @ 37
Plates—Fair to good brands.....	(gold) @ 37
I. C. Charcoal.....	per box 12 25 @ 13 50
I. C. Coke.....	12 25 @ 12 50
Coke Terne.....	10 50 @ 10 75
Charcoal Terne.....	12 @ 13
<b>PETROLEUM—DUTY:</b> Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 45 gravity (in bulk).....	13 1/2 @ 13
Crude, 40 @ 47 gravity (in shipping order).....	17 @ 21
Refined, Standard White (in ship's order).....	23 1/2 @ 23
Refined, S. W. (in jobbing lots).....	@ 24
Refined, S. W. (in tin).....	28 1/2 @ 29
Naphtha, Refined, (65 @ 73 gravity).....	@ 18
Residuum.....	per bbl. 4 @ —
<b>COPPER—DUTY:</b> Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.	
<b>All Cash.</b>	
Copper, New Sheathing, (over 12 oz.) per lb.....	@ 43
Copper, Bolts.....	@ 45
Copper, Braziers' (over 16 oz.).....	@ 45
Copper, Nails.....	@ 45
Copper, Old Sheathing, &c., mixed lots.....	26 @ 28
Copper, Chile Pig.....	32 @ 33
Copper, American Ingot.....	34 @ 34
Yellow Metal, New Sheathing and Bronze.....	@ 30
Yellow Metal, Bolts.....	@ 32
Yellow Metal, Nails.....	30 @ 32
<b>LEAD—DUTY:</b> Pig, 42 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.	
Spanish.....	(gold) 62 @ 62
German.....	(gold) 62 @ 62
English.....	(gold) 62 @ 72
Bar.....	@ 75
Pipe.....	@ 11
Sheet.....	@ 11
Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5¢ pr. lb.	
<b>C. A. L.—DUTY:</b> Bituminous, \$1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 24 bushels of 80 lb. to the bushel.	
Newcastle Gas.....	per ton of 2240 lb. @ 8
Liverpool Gas Cannel.....	@ 12
Liverpool House Cannel.....	@ 19
Anthracite.....	per ton of 2,000 lb. 4 @ 6 25

## New York Stock Exchange.

Actual Sale Prices for the week ending June 19.

Th. 13. F. 14. Sat. 15. M. 17. Tu. 18. W. 19.

Th. 13. F. 14. Sat. 15. M. 17. Tu. 18. W. 19.				
Canton Co.....			98	100
Central Pacific Co.....	105	104½	105	105
Central of N. Jersey.....	109½	109½		106
Chicago & Alton.....			115	115
.. pref.....				
.. 1 M.....	106	106		
.. S. F.....				
.. Inc. bds.....				
Chicago, Burl. & Q.....	130		130	
.. 8s, 1883.....		115		
Ohio. & Northwestern.....	71½	71½	71½	70½
.. pref.....	93½	94	93½	90½
.. 1st M.....	100½	100½		90½
.. S. F.....				
.. Consol.....			96	
Ohio, Rock Isl. & Pac.....	109½	109½	109½	109½
Ohl., R. I. & Pa. 7s, 1896.....	104½	104½	104½	104½
Olev., Col., C. and Ind.....		94		94
Clev. & Pittsburg guar.....	91½	91½	91½	91½
.. 2 M.....				
.. 3 M.....				100
.. 4 M.....				
Clev. and Toledo.....				
.. S. F. 7s.....				
Col., Ohl., & Ind. C.....	35½	35½	34½	33½
.. 1 M.....	90½	90½	91	92
.. 2 M.....		78		91
Del. & Hudson Canal.....	121	121		
Del. Lack. & Western.....	107½			
.. 1 M.....				
.. 2 M 7s.....		99½	100	
Dubuque & Sioux City.....	60	59½	59½	58½
Erie Railway.....		59½	57½	53½
.. pref.....				78½
.. 1 M. 7s, 1897.....				
.. 2 M. 7s, 1879.....				
.. 3 M. 7s, 1883.....			100	
.. 4 M. 7s, 1880.....	94½		94½	
.. 5 M. 7s, 1888.....				
Great Western 2d mort.....				
Hannibal & St. Joseph.....	40	39½	39	38½
.. pref.....			69	39
.. 8s, conv.....				92
Hudson River.....				92
.. 2 M. S. F.....				
.. 3 M. 7s, 1875.....				
Illinois Central.....			137½	
.. bonds.....				
Lake Shore & Mich. S'th.....	95½	95½	95½	95
Lake Shore Div. bonds.....	97		97	
Marietta & Cin. 1st pref.....	28			
.. 2d pref.....				
Michigan Central.....	120	119½		119½
.. S. F. 8s, 1882.....		115		
M. S. and N. I. 1 M. S. F. 102½		102½		
.. 2 M.....		98½		
Mariposa Mining Co.....	24		2½	2½
.. pref.....				
.. 1st mort.....	53½	53½		52
.. 2d mort.....	77½	77½		63
.. 8s.....			96	95½
.. 7 3-10s con.....	99	108½		108
Missouri Co.....		99	100	
.. H. & St. J. 1s.....			97½	97½
Morris and Essex.....		92½	93	93
.. 1st mort.....	104½			
.. 2d mort.....	100	100½		
New York Central.....				
.. 7s, S. F. 1876.....				
.. 6s, S. F. 1883.....	92½	93		93
.. 6s, S. F. 1887.....	94			
N. Y. Cen. & Hud. Riv. 96½	97½	97½	97½	96½
.. certificates.....	96½	97½	97½	96½
N. York and Harlem.....	119½	86½	86½	120
.. pref.....				
.. 1 M. 7s, 1873.....	100½			
N. Carolina 6s. old.....			32½	32½
.. new.....	21½	21½		21½
Ohio and Miss.....	46	45½	45½	44½
.. pref.....				
.. 1st M.....				
Pacific Mail S't. Co.....	71½	69½	68½	68
Panama.....		115		
Phila. and Reading.....	38½	102½	94	93½
Pitts., Ft. W. & Chi. gtd.....				98½
.. 1 M.....	106	86½		108
.. 2 M.....	102			
.. 3 M.....				
Quicksilver Mining Co. 37½	38½	39	41	37
St. L., Alton & T. H.....				39½
.. pref.....			22	
.. 1 M.....				45
.. 2 M. pref.....	91½	91		92
.. Income bds.....				
Tennessee 6s. old.....	73½	78½		73
.. new.....			73	73
Tol., Wab. & Western.....	75½	75½		75½
.. pref.....				75½
.. 1 M.....	98	98		
.. 2 M.....				93½
.. Equipment.....		87		93½
.. St. Lou. Div. 93½		93	93½	
Union Pacific.....	38½	38½	38	36½
.. 1st mort.....	94	94	94	93
.. L. Gt. 7s.....	81½	81	81½	81½
.. Inc. 10s.....	86½	86½	86½	86½
Virginia 6s. old.....				
.. new.....				
.. consol.....	86½			
.. def. cert.....				



## New York Stock Exchange.

Actual Sale Prices for the week ending June 19.

Th.13. F.14.Sat.15.M.17.Tu.18.W.19

## FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	110	110	110	110	110	110	110
U. S. 5s, 1874, coup.	110	110	110	110	110	110	110
U. S. 5s, 10-40s, reg.	110	110	110	110	110	110	110
U. S. 5s, 10-40s, coup.	110	110	110	110	110	110	110
U. S. 5s, 1881, reg.	110	110	110	110	110	110	110
U. S. 5s, 1881, coup.	110	110	110	110	110	110	110
U. S. 5s, 1881, reg.	110	110	110	110	110	110	110
U. S. 5s, 1881, coup.	110	110	110	110	110	110	110
U. S. 5s, 5-20s reg. '62.	110	110	110	110	110	110	110
U. S. 5s, 5-20s, c. 1862.	110	110	110	110	110	110	110
U. S. 5s, 5-20s, reg. '64.	110	110	110	110	110	110	110
U. S. 5s, 5-20s, c. 1864.	110	110	110	110	110	110	110
U. S. 5s, 5-20s, reg. '65.	110	110	110	110	110	110	110
U. S. 5s, 5-20s, c. 1865.	110	110	110	110	110	110	110
U. S. 5s, 5-20s, r. n. '65.	110	110	110	110	110	110	110
U. S. 5s, 5-20s, c. n. '65.117	110	110	110	110	110	110	110
U. S. 5s, 5-20s, reg. '67.	110	110	110	110	110	110	110
U. S. 5s, 5-20s, c. 1867.117	110	110	110	110	110	110	110
U. S. 5s, 5-20s, reg. '68.	110	110	110	110	110	110	110
U. S. 5s, 5-20s, c. '68.	110	110	110	110	110	110	110
U. S. 5s, Pac.R.R.issue.114	110	110	110	110	110	110	110

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 18.

W.12. Th.13. F.14. Sat.15. M.17. Tu.18

Catawissa preferred	46	46	46	46	46	46	46
Camden and Amboy	46	46	46	46	46	46	46
6s, 1875	46	46	46	46	46	46	46
6s, 1883	46	46	46	46	46	46	46
6s, 1889	46	46	46	46	46	46	46
mort. 6s, '89 96	46	46	46	46	46	46	46
Elmira & Williamsport	46	46	46	46	46	46	46
pref.	46	46	46	46	46	46	46
Lehigh Navigation	45	44	44	44	45	44	44
6s, 1884	45	44	44	44	45	44	44
Gold L.	96	96	96	96	93	93	93
R. R. L.	94	94	94	94	95	94	94
Conv. L.	91	91	91	91	91	91	91
Lehigh Valley R. R.	60	60	60	60	60	60	60
6s new coup.	60	60	60	60	60	60	60
6s new reg.	60	60	60	60	60	60	60
Little Schuylkill R.R.	43	43	43	43	43	43	43
7s	43	43	43	43	43	43	43
Minehill	54	54	54	54	54	54	54
Morris Canal	54	54	54	54	54	54	54
pref.	54	54	54	54	54	54	54
North Pennsylvania	51	51	51	51	51	51	51
6s, 1880	51	51	51	51	51	51	51
7s	51	51	51	51	51	51	51
10s, 1887	51	51	51	51	51	51	51
Northern Central	39	39	39	39	39	39	39
Oil Creek & Alleg. Riv.	40	39	39	39	40	39	39
7s	80	80	80	80	80	80	80
Pennsylvania R. R.	59	59	59	59	59	59	59
1st M.	59	59	59	59	59	59	59
2d M.	59	59	59	59	59	59	59
Gen. mort.	97	97	97	97	97	97	97
reg. 90	97	97	97	97	97	97	97
Penn. State, 6s, 1st series	103	103	103	103	103	103	103
6s, 2d series	103	103	103	103	103	103	103
6s, 3d series	103	103	103	103	103	103	103
Philadelphia City, 6s	96	96	96	96	96	96	96
new 100	100	100	100	100	100	100	100
Philad. Germ. & Nor.	90	90	90	90	90	90	90
Phila. & Reading	61	61	61	61	61	61	61
Philadelphia and Erie	90	90	90	90	90	90	90
6s	94	94	94	94	94	94	94
7s	94	94	94	94	94	94	94
Phila. Wilm. & Balt.	56	56	56	56	56	56	56
Schuylkill Navigation	15	15	15	15	15	15	15
pref.	15	15	15	15	15	15	15
6s, 1882	80	81	81	81	81	81	81
6s, 1876	80	81	81	81	81	81	81
6s, 1872	80	81	81	81	81	81	81
United Co. of N. Jersey	129	129	129	129	129	129	129
Hestonville, (Horse)	129	129	129	129	129	129	129
Chestnut & Wal.	45	45	45	45	45	45	45
Green & Coates	45	45	45	45	45	45	45
2d and 3d streets	45	45	45	45	45	45	45
Spruce and Pine	45	45	45	45	45	45	45
15th and 16th sts.	45	45	45	45	45	45	45

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 18.

W.12. Th.13. F.14. Sat.15. M.17. Tu.18

Baltimore City 6s, 1875	99	99	99	99	99	99	99
1886	99	99	99	99	99	99	99
1890	99	99	99	99	99	99	99
1884	99	99	99	99	99	99	99
1900	99	99	99	99	99	99	99
Balt and Ohio	157	157	157	157	157	157	157
bonds, 1875	157	157	157	157	157	157	157
1880	157	157	157	157	157	157	157
1885	157	157	157	157	157	157	157
Marietta & Cin. 1st M.	99	99	99	99	99	99	99
2d M.	99	99	99	99	99	99	99
3d M.	84	84	84	84	84	84	84
Northern Central	39	39	39	39	39	39	39
bonds, 1885	39	39	39	39	39	39	39
1900	89	89	89	89	89	89	89
Pittsb. & Connellsv. 7s	93	93	93	93	93	93	93
N. W. Va. 1st mort.	93	93	93	93	93	93	93
2d mort.	93	93	93	93	93	93	93
3d mort.	93	93	93	93	93	93	93
Virginia 6s, Consol.	56	56	56	56	56	56	56
Defer. Certif.	17	17	17	17	17	17	17
City Passenger R. R.	25	25	25	25	25	25	25

## Boston Stock Exchange.

Actual Sale Prices for the week ending June 19.

Th.13. F.14. Sat.15. M.17. Tu.18. W.19

Boston and Albany	149	149	149	149	149	149	149
Boston and Lowell	135	135	135	135	135	135	135
Boston and Maine	135	135	135	135	135	135	135
Boston and Providence	160	160	160	160	160	160	160
Boston, Hartford & Erie	43	43	43	43	43	43	43
7s, new	43	43	43	43	43	43	43
Cheshire, pref.	131	131	131	131	131	131	131
Chi. Barl. & Quincy	131	131	131	131	131	131	131
Concord	132	132	132	132	132	132	132
Connecticut River	132	132	132	132	132	132	132
Eastern	104	104	104	104	104	104	104
Fitchburg	133	133	133	133	133	133	133
Manchester & Law'ce	120	120	120	120	120	120	120
Michigan Central	119	119	119	119	119	119	119
Northern, N. H.	88	88	88	88	88	88	88
Ogdens & Lake Champ	88	88	88	88	88	88	88
pref.	104	104	104	104	104	104	104
Old Colony & Newport	113	113	113	113	113	113	113
Ph. W. & Baltimore	56	56	56	56	56	56	56
Port'd, Saco & Ports	133	133	133	133	133	133	133
Union Pacific	91	91	91	91	91	91	91
6s	91	91	91	91	91	91	91
Land Grant 7s	80	80	80	80	80	80	80
Income 10s	83	83	83	83	83	83	83
Vermont & Canada	94	94	94	94	94	94	94
Vermont & Mass.	82	82	82	82	82	82	82
South Boston (Horse)	71	71	71	71	71	71	71
Cambridge	72	72	72	72	72	72	72
Metropolitan	72	72	72	72	72	72	72
Middlesex	72	72	72	72	72	72	72
Central Mining Co.	13	13	13	13	13	13	13
Copper Falls	13	13	13	13	13	13	13
Franklin	10	10	10	10	10	10	10
National	10	10	10	10	10	10	10
Pewabic	10	10	10	10	10	10	10
Quincy	54	54	54	54	54	54	54

## London Stock Exchange.

Closing Prices.

June 7. May 31.

All. & Gt. West. N. Y. sec. 7 per ct	74	77	74	77
1st mort. 1880	63	65	63	65
Do. do, 2d mort. 1881	38	39	38	39
Do. Penn. 1st mort. 1877	99	101	99	101
Do. do, 2d mort. 1882	89	90	89	90
Do. Consol. 7 per cent. mort. 1890	75	77	75	77
Detroit and Milwaukee 1st mort. 7s.	75	77	75	77
Do. 2d mort. 8 p. c.	75	77	75	77
Erie shares 100 dol. all paid.	49	50	49	50
Do. steril. 6 p. c. convertible bonds	93	95	93	95
Illinois Central, 6 per cent., 1875	49	50	49	50
Do. Redemption mort. bonds 6 p. c. 110	102	102	102	102
Do. 100 dol. shares, all paid.	109	110	109	110
Marietta and Cincinnati 7s.	82	85	82	85
Michigan Central 8s, conv. 1899	90	100	90	100
Panama 2d mort. 7s, 1872	—	—	—	—
Panama General mort. 7s, 1897	87	90	87	90
Penn. R. R. bonds, 2d mort. 6 per ct.	99	101	99	101
Do. General mort. 6 p. c. 1910	96	97	96	97
Do. \$50 shares	46	48	46	48
Philadelphia and Erie 1st mort. 1881	98	98	98	98
Do. with option to be paid in Phila.	98	98	98	98

## American Railroad Journal.

Saturday, June 23, 1872.

## Stock Exchange and Money Market.

Money has been quite plenty, and rates have favored borrowers, throughout the week, closing with call loans quoted easy at 4@6, and choice to very good discounts at 6@8 per cent. per annum, on which basis all the current requirements of responsible borrowers have been promptly met, lenders having been generally quite liberal of aid. The city banks have been responding very readily to the calls of their customers. The market is assisted by free offers of private banking balances and by loans of London credits by the Canadian Banks. These loans and the success of one or two American negotiations abroad, have increased the supply of Exchange, and diminished the export demand for Gold. The latter has suddenly fallen off one-half, as compared with the previous four or five weeks, which is all the more remarkable in view of the extraordinary rush of pleasure travel to Europe, requiring, of course, a large amount of Exchange. The U. S. Sub-Treasury office again reduced its coin balance nearly 1½ millions and enlarged its currency over 1½ millions. The city banks added to their loan and discount average 1½ millions during the week, and

increased their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance at the close of business on Tuesday of \$8,264,867, and a coin reserve of \$47,610,950.

The city banks, in their latest return, show an increase of \$316,400 of legal tender notes with a decrease of \$46,300 of specie, and an increase of \$1,693,900 of deposits, also an addition of \$1,651,100 to their loan and discount averages, and \$16,800 to their item of circulation. The city bank exchanges, last week, averaged 96½, and thus far, this week, about 91 millions daily. The banks now hold \$11,595,550 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$20,299,700, against \$12,989,910 same time last year. The city bank deposits are now \$228,995,800 against \$243,276,150, week ending June 17, 1871. The legal tender reserve amounts to \$55,424,500, against \$72,178,964 same time last year. The circulation now stands at \$27,519,300 against \$30,662,098 same time last year. The loans are now \$288,764,800 against \$293,134,532 at this date last year.

The coin reserve of the city banks is now about 20¼ millions as against about 28¾ millions on the 6th of January; the legal tender reserve is about 55½ millions against \$46,616,000 on the statement of February 10th.

Government revenues have been yielding more satisfactorily in the way of excises, though moderately in that of customs. The excises yielded within the week about 3½ millions, and thus far since July 1, 1

The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been \$160,179,958 against \$142,948,473 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to June 15, 1872, \$76,201,623, against \$85,245,611 same time in 1870-'71.

The export drain of specie was \$2,183,680 last week, against \$1,392,491 same week preceding year. The shipments since July 1, 1871, have been \$55,702,165 against \$78,604,732 same time in 1870-'71.

Foreign Exchange has been rather more freely offered and has been in quite moderate request at easier rates, closing dull. Bankers' sixty day bills on London closed on Wednesday at 109½@109¾; sight bills on London, 110¼@110½.

The produce exports from this port, week ending with June 18, were to the currency value of \$4,395,843.

Government securities have met with a fair sale at generally firm prices. The offerings of the favorite issues have been on a very moderate scale. On Wednesday, government bought in \$921,900 of Five-Twenties at 113 55@113 62, out of an aggregate offering of \$3,104,750.

U. S. sixes of 1881 closed here on Wednesday of the current week at 1197½@120; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 114½@114¾; U. S. Five-Twenties of 1864 at 114½@114¾; U. S. Five-Twenties of 1865, 114¼@115; U. S. Five-Twenties of 1865 consolidated, 116¾@116½; U. S. Five-Twenties of 1867, 117¾@117½; U. S. Five-Twenties of 1868, 117@117¾; U. S. Ten-forties at 111¼@111¾; U. S. Fives of 1881 (Funding Loan) 112½@113; Six per cent. currency bonds, 114½@114¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 5.	June 12.	June 19.
Consols .....	92½	92¾	92½
U. S. 5-20's of 1862..	90½	90¾	91
U. S. 5-20's, 1865....	91½	91¾	91¾
" 1867 .....	93½	93¾	91¾
" 10-40's .....	89½	89¾	89¾
New Fives of 1881...	89¾	89¾	89¾
Erie .....	50½	48½	42¾

State bonds have been quite moderately sought after at variable and less buoyant prices.

There has been a good investment inquiry noted for the most popular of the Railway mortgage loans at well supported prices. Central Pacific Sixes have been in fair request at 105@105½. Chesapeake and Ohio have been in good demand at 94 per cent. and accrued interest.

Railway and Miscellaneous share property has been much less confidently dealt in, and values have been quoted lower, decidedly so in the instances of Erie shares, under a pressure to realize, particularly on speculative account. On Wednesday of this week, Erie went down to 50½, and up again to 55.

In the Metal line business has shown less animation. Scotch Pig-Iron is depressed, owing to the large arrivals; Glengarnock, \$47, without sales; American Pig is firm at \$50@52 for No. 1. In Old Rails, 1,000 tons sold on private terms. English Rails are unchanged in price. Pig-lead is steadily held with a quiet market. Pig Tin has been very dull at 36¾c.@37c., gold, for Straits.

Tin Plates have been in moderate demand at steady figures. Sales embrace 500 boxes Charcoal at \$13 25, gold; 500 boxes Coke, 14x20, at \$12 25, gold. Ingot Copper has been quite active and prices have advanced; sales foot up 1,000,000 lbs. at 38½c.@34c., cash, and 34c.@34½c. for forward delivery; also, 50,000 tons English Best at 32½c.@33c. Spelter is quiet at 7c.@7½c., gold.

General business has been moderately active in the leading kinds of domestic produce. Flour, Wheat, Corn, Oats, Hay, Butter and Cheese have been quoted cheaper, Pork and Lard steadier. Tobacco, Wool and Hops firm. Middling upland cotton closed on Wednesday at 26¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,648,457 bales, against 3,840,858 bales same time in the preceding year; exports 1,885,251 bales against 3,006,657 bales in the previous year; stock at the ports at latest dates, 166,917 bales against 237,914, bales same date 1871.

At the Live Stock Markets, Bees have been in moderate request at 11½@14 cts.; Veals at 6@9½ cts.; Sheep at 5@7¼; Lambs 9@13 cts.; Swine, dull at 4½@4¾ cts. per lb., all live weight. The week's receipts were 8,050 Bees, 3,248 Veal Calves, 21,509 Sheep and Lambs; and 37,962 Swine.

Foreign goods have been less sought after at about former prices. The week's imports of foreign goods reached the amount of \$8,528,534 including \$1,551,820 of dry goods.

Ocean freights have been moderately active, with the main business in the line of Grain engagements but at easier rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Missouri, Kansas and Texas R. R., 42½; Boston, Hartford and Erie R. R., 8½; do. 1st mort., 42½; do. guar. bonds, 64; Rome, Watertown and Ogdensburg R. R., 100; Hartford and New Haven, R. R., 168; do. scrip, 160; Winona and St. Peter 1st mort., 89; Central of New Jersey 1st mort., 105¾; Long Dock bonds, 95; East Tenn., Va. and Ga. R. R. 1st mort., 95¼; St. Louis and Iron Mt. R. R., 101½; do. 1st mort., 100; Ohio and Miss. 2d mort., 88; do. consol., 99; St. Louis, Jacksonville and Chicago 1st mort., 94½; Chicago and Milwaukee 1st mort., 96; Cleveland and Pittsburg consol., 96; New Jersey Southern R. R., 28; do. 1st mort., 80½; North Missouri 1st mort., 96; Cedar Falls and Minnesota 1st mort., 86½; Buffalo, New York and Erie 1st mort., 95; Milwaukee and St. Paul 1st mort., Iowa div., 91; Albany and Long Susq. 2d mort., 98; Delaware and Hudson Canal 1st mort., 1884, 104; Lake Shore and Michigan Southern R. R. scrip, 92½; do. consol., reg., 101; Adams Exp., 97½; U. S. Exp., 86; Wells Fargo Exp., 90; Western Union Tel., 74; do. 7s, 95½; Quicksilver pref., 50; Consol. Coal of Md., 44; Maryland Coal, 20; Atlantic Mail Steamship, 26¾; Am. Dock and Imp. 7s, 100; Arkansas 7s, issued to Central R. R. 51; do. 6s, Fund Act., 57; North Carolina Fund Act, 1868, 22½; Texas 10s, 1876, 86; South Carolina 6s, new, Jan. and July, 34½; do. Apl. and Oct., 33; Louisiana 8s, Levee bonds, 79.

**Philadelphia.**—Philadelphia and Reading Gen. mort. 7s, 103½; Allegheny Valley 7 3-10s, 98½; Belvidere Delaware 2d mort., 88¾; Susq. Canal 6s, 80; Lehigh Nav. consol. gold loan, 100½;

West Chester and Philadelphia 7s, 102; Elmira and Williamsport 5s, 59½; Sch. Nav. 6s, 1895, 80; Morris Canal 2d mort. 6s, 93; Sunbury and Lewis. 7s, 95; Lehigh Valley 7s, new, 105; Connecting R. R. 6s, 88; Ches. and Del. Canal 6s, 94½; Catawissa 7s, new, 99½; Wilmington and Reading 7s, 100; Huntingdon and Broad Top Mt. pref., 13; Camden and Atlantic pref., 40; Delaware Division Canal, 50; East Pennsylvania R. R., 42; Delaware 6s, 100; 5th and 6th streets R. R., 50; The latest quotations are; City 6s, 96½@97; do. free of tax, 100@100½; Pennsylvania State 6s, W. L. 101@101; do. 1st series, 102½@103; do. 2d series, 106¼@107; do. 3d series, 108½@—; Philadelphia and Reading, 61¾@61¾; do. mort. 7s, 1893, 103@105; do. mort. 6s, 1880, 98½@100; United New Jersey Co., 128@128¾; Camden and Amboy mort. 6s, 1889, 95½@96¼; do. 1883, 92@—; do. 1889, 89½@91; Pennsylvania R. R., 59¼@59¾; do. 1st mort., 102@102; do. 2d mort., 97@98; do. General mort. coupon, 96@96¾; do. reg., 96@97; Little Schuylkill R. R., 48¼@48¾; Morris Canal, 51@52; do. pref., 127@—; do. 6s, 96@98; Susquehanna Canal, 8@9, do. 6s, 79½@80; Schuylkill Nav., 7@8; do. pref., 15¼@16; do. 6s 1882, 77¼@78½; Elmira and Williamsport pref., 42@—; do. 7s, 1873, 97@—; do. 5s, 59@60; Lehigh Coal and Navigation, 44¼@44¾; do. 6s, 1884, 91@92; do. R. R. Loan, 95¾@95½; do. Gold Loan, 98¼@93½; North Pennsylvania 50@51; do. 6s, 102¼@102½; do. 7s, 96¼@97¼; do. Chattle 10s, 110@112½; Philadelphia and Erie, 28@28¼; do. 6s, 90@90; Minehill, 54@55; Catawissa, 17@18; do. pref., 45@46; Lehigh Valley, 60½@60¼; do. 6s, new coupon, 96½@—; do. reg., 97@—; do. 7s, 105@105½; Fifth and Sixth streets, (horse), 48½@—; Second and Third, 64@66; Thirtieth and Fifteenth, 18@20½; Spruce and Pine, 34@34; Green and Coates, 45@47; Chestnut and Walnut, 57@58½; Hestonville, 20½@20½; Union, 75@—; Germantown, 35@37.

**Boston.**—Vermont Central and Vermont and Canada 8s, 98½; Burlington and Missouri River R. R., 8s, in Nebraska, 102¼; Connecticut and Passumpsic Rivers R. R. pref., 92½; do. 7s, 1876, 99½; Central Pacific R. R. 7s, 1883, gold, 101; Boston and Albany 7s, 1892, 107; Salem and Lowell 6s, 1878, 92½; Eastern R. R. 6s, 1889, 94¾; do. 1874, 98; Vermont Central 1st mort., 80½; South Shore R. R. 6s, 95; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 82¾; do. Land Grant, 1900, 81½; Michigan Central 7s, 1892, 101¾; Jackson, Lansing and Saginaw R. R. 8s, 1885, 101½; Chicago and Michigan Lake Shore R. R. 8s, 86; Cincinnati, Sandusky and Cleveland R. R., 21¼; Portsmouth, Gt. Falls and Conway R. R., 93¾; Rutland R. R. pref., 62; do. scrip, 80¼; Cary Imp., 12½; Boston Water Power Co., 52; Waverly Land, 8; New Hampshire 6s, 1874, 98½; Brooklyn 7s, 1902, 101; St. Louis 6s, 1887, 90½; Rock Island, Ills., 8s, 1887, 103½; Cincinnati 7s, 1887, 103¼; Chicago 6s, 1882, 93¾; do. 7s, 1895, 98¼; Charlestown 6s, 1892, 99½; do. 1875, 98¼; Portland 6s, 1887, 95½; Boston 6s, 1880, currency, reg., 100¾; Roxbury 6s, 1884, 100; Lynn 6s, 1885, 98¼; Lowell 6s, 1890, 98¼; Roxbury 6s, 1884, 101; Newburyport 6s, 1886, 99; Allouez Mining Co., 10; Calumet and Hecla, 159½; Dawson Silver, 3; Hum-



boldt, 55c.; Hancock,  $3\frac{1}{2}$ ; Minnesota, 7; Mesnard, 1; Petherick, 3; Ridge, 11; Star, 30c.; Shntiah Silver,  $8\frac{3}{8}$ .

**Baltimore.**—Orange, Alexandria and Manassas 7s, 85; Orange and Alexandria 4th mort. 8s,  $84\frac{1}{4}$ ; Northern Central 6s, 1900, gold,  $96\frac{1}{2}$ ; Central Ohio 1st mort., 87; Virginia consol, 6s, reg., 48; George's Creek Coal, 95. The latest quotations are: Pittsburg and Connellsville 7s, 1898,  $96\frac{3}{4}$ @97; Baltimore and Ohio, 155@157 $\frac{1}{2}$ ; do., pref., 99@—; do., 6s, 1875,  $98\frac{1}{2}$ @98 $\frac{3}{4}$ ; do., 1880, 98@—; do., 1885,  $96\frac{1}{2}$ @97 $\frac{1}{2}$ ; Parkersburg Branch, 12@13; Northern Central  $89\frac{1}{4}$ @ $89\frac{1}{2}$ ; do. 6s, 1885, 96@97; do., 1900, 88@89; do., 6s, 1900, gold, 96@96; N. W. Va. 1st mort.,  $96\frac{1}{2}$ @97; do., 2d mort., 99@99 $\frac{1}{2}$ ; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 100@100 $\frac{1}{2}$ ; do., 2d mort., 7s, 90@90 $\frac{1}{4}$ ; do., 3d mort., 8s,  $84\frac{3}{4}$ @84 $\frac{3}{8}$ ; Central Ohio,  $32\frac{1}{2}$ @33 $\frac{1}{2}$ ; do., 1st mort.,  $86\frac{3}{4}$ @87; Western Md. 1st mort. 6s, 1890, 87@92 $\frac{1}{2}$ ; do. 1st mort. guar., 96@97; do., 2d mort. guar., 96@—; do., 3d mort. guar.,  $96\frac{1}{2}$ @97; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., —@90; Richmond and Danville bonds, 78@80; Orange and Alexandria 1st mort. 6s, 91@—; do., 2d mort. 6s,  $84\frac{1}{2}$ @87 $\frac{1}{2}$ ; do., 3d mort. 8s,  $90\frac{1}{2}$ @94; do., 4th mort. 8s, 84@85; Orange, Alex. and Manassas 7s,  $84\frac{3}{4}$ @85; Virginia and Tennessee 6s, 1st mort.,  $95\frac{1}{2}$ @100; do., 6s, 2d mort., 78@80; do. 8s, 3d mort.,  $90\frac{1}{2}$ @91; Baltimore 6s, 1875,  $99\frac{1}{2}$ @100; do., 1884,  $98\frac{1}{2}$ @99 $\frac{1}{2}$ ; do. 1886,  $100\frac{1}{2}$ @100 $\frac{1}{2}$ ; do., 1890,  $99\frac{3}{8}$ @99 $\frac{1}{2}$ ; do., 1898, exempt,  $99\frac{1}{2}$ @—; do., 1900, exempt,  $98\frac{1}{2}$ @99; Memphis City 6s, 55@56; Maryland 6s, 1890, 99@100; do. Defense Loan, 1883,  $102\frac{1}{4}$ @104; City Passenger R. R.,  $25\frac{1}{2}$ @25 $\frac{1}{4}$ ; George's Creek Coal, 94@96; Atlantic Coal, 1.25@1.55; Alexandria City 6s,  $70\frac{1}{2}$ @72; Savannah City 7s, 86@87; Lynchburg City 6s,  $77\frac{3}{8}$ @78; Indianapolis water bonds, 88@96 $\frac{1}{2}$ .

Passenger trains have commenced running into Cincinnati over the Cincinnati and Baltimore Railroad, which is the new road through Mill Creek Valley just completed for the use of the Marietta and Cincinnati and Baltimore and Ohio Railroads.

The production of petroleum for the month of May, as reported by the Titusville (Pa.) Herald, reached 568,695 bbls. The total shipments for the month were 509,286 bbls. of 43 gallons each.

The Coal-Gas Tax imposed by the Act of Congress of June 30th, 1864, and amendatory acts, has been repealed. After August 1st, 1872, no tax will be imposed on gas made of coal, wholly or in part, or of any other material.

E. S. Nutter of Concord has been elected President, Josiah Carpenter of Pittsfield Treasurer, and George R. Fowler of Concord Clerk of the Manchester and North Weare Railroad Company.

The British Government has agreed to subscribe \$12,500,000 to the projected Canada Pacific Railroad.

George S. Richardson has been elected President, and Thomas D. Parnell, Treasurer, of the Worcester (Md.) Railroad Company.

HARVEY FISK.

A. S. HATCH.

FISK &amp; HATCH, BANKERS,

No. 5 NASSAU ST., New York.

**THE CHESAPEAKE AND OHIO RAILROAD**, extending from the Chesapeake Bay to the Ohio River, and connecting at its eastern terminus with European and coastwise lines of steamers, and at the western termini with 12,000 miles of inland river routes, as well as the whole railroad system of the West, Northwest and Southwest, 30,000 miles in extent, is now nearly finished, and within the present year will be prepared for extensive business in the transportation of products between the principal cities at the West and the Atlantic coast cities, for which ITS SHORT LINE AND LOW GRADES RENDER IT PECULIARLY FAVORABLE. It also affords a new outlet for a large and superior agricultural territory, and opens to market the richest coal and iron deposits on this Continent, besides traversing a beautiful and picturesque country abounding in medicinal Springs and Summer resorts.

We have for sale on behalf of the Company, and recommend as a substantial and secure investment, the remainder of their

**SIX PER CENT. GOLD BONDS.**

Secured by mortgage on the whole railroad line, equipment, franchises, &c. Principal redeemable in coin, 1899; interest payable also in Gold, May and November; denominations \$1,000, \$500, and \$100, coupon or registered. Price, 94 and accrued interest. Full information furnished on application.

FISK &amp; HATCH.

**Cairo and Fulton Railroad.**

Col. Hughes, assistant engineer of the Cairo and Fulton railroad, was in our town a few days since. He is surveying the route of the road south of Little Rock, preparatory to its permanent location. We understand that on Thursday night the corps pitched their tents at Easley's about eleven miles northeast of this place, and that they will be through here next week. Col. Hughes speaks confidently of the early completion of the road. Everything looks favorably for its location through this place, and the early completion of the Cairo and Fulton railroad may now be regarded as a fixed fact.—Arkadelphia Standard, June 8.

The Indiana and Ohio divisions of the Baltimore and Ohio Railroad have been consolidated, and Mr. C. J. Bates, superintendent of the divisions has established his headquarters at Tiffin, Ohio, where they will remain.

The Chicago, Clinton and Dubuque Railroad has been completed to Bellevue, 40 miles below Dubuque. J. K. Graves, Esq., is president of the company.

Work on the new branch of the Rensselaer and Saratoga Railroad, across Green Island, is rapidly progressing. The grading is finished, and the track is laid for a portion of the distance.

The last spike was driven on the Baltimore and Potomac Railroad at Huntington, Md., on the 10th inst. This completes the road between Huntington and Pope's Creek.

The traffic receipts of the European and North American Railway for the month of May, 1872, were \$29,779 29, against \$25,318 69 in May, 1871, and \$19,189 69 in May, 1870.

THE

## St. Joseph & Denver City RAILROAD COMPANY'S First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in gold. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, \$1,000, \$500 and \$100, Coupon or Registered.

Price 97 $\frac{1}{2}$  and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

## TANNER & CO., BANKERS, NO. 11 WALL STREET.

The estimated earnings of the Erie Railway for the week ending June 15, 1872, were \$412,947; against \$403,441 for the corresponding period of 1871—an increase of \$9,506. Total earnings since April 1, 1872, \$4,104,747—an increase over the same time in 1871 of \$658,178.

A dividend of four cent. for the past six months will be paid to the stockholders of the Oil Creek and Allegheny River Railroad Company by Geo. P. Little, at Room No. 8, Pennsylvania Railroad Building, Philadelphia, Pa., on and after July 1.

Dividends of 3 $\frac{1}{2}$  per cent. will be paid to the stockholders of the Albany and Susquehanna and Rensselaer and Saratoga Railroad Companies on and after July 1st, at the National Bank of Commerce, New York.

Messrs. MEAD & CLARK, having placed the first mortgage bonds of the Wallkill Valley Railroad Company, are now advertising for sale the second mortgages at 80 and accrued interest.

The West Troy Bridge Company will be ready to receive proposals for building the bridge on or before July 1st.

## Journal of Railroad Law.

RAILROAD COMPANIES—PRECAUTIONS TO BE TAKEN BY PERSONS AT CROSSINGS.

The case of *Gorton vs. The Erie Railway Company* (45 N. Y., 660,) was an action brought to recover for personal injuries sustained by the plaintiff, as well as injuries to his property by reason of having been struck down by one of the defendant's locomotives while he was attempting to cross the defendant's railroad in the town of Corning, Steuben county. The plaintiff was familiar with the crossing, and knew that a train was liable to pass at that time. The plaintiff, although the view is uninterrupted for a long distance, did not look up and down the track; had he done so, he might have avoided the accident. Evidence was given showing that no bell was rung, nor whistle sounded, as the train approached the crossing.

The Circuit Court rendered a verdict for the plaintiff, which was affirmed by the General Term.

The following is the opinion of the Court delivered by—

ALLEN, J.—At the close of the evidence on the part of the plaintiff, the defendant moved that the plaintiff be non-suited, upon the ground that he was shown to have been negligent in approaching as well as in crossing the railroad track; that is, that the plaintiff was not wholly without fault, but that the injury was in part attributable to his own negligence and want of care. Evidence had been given tending very strongly to show that as the train of cars approached the road crossing the bell upon the locomotive was not rung or the whistle sounded, as required by statute, and that no signal of the approaching train was given by the persons in charge. In the absence of proof of any negligence or other fault on the part of the plaintiff contributing to the injury, this would have authorized a verdict for the plaintiff.

The omission to ring the bell, or sound the whistle, or give other signal, to warn persons who might be upon the highway, in the vicinity of the intersection of the railroad track with the public traveled road, of the approach of the train, was, *per se*, negligent, subjecting the defendant to liability for all damages that might accrue to any one by reason of such omission.

The highway crossed the railway at an acute angle, and the plaintiff was moving along the road and across the railroad in a south-easterly direction approaching the railroad from the north-west, and the colliding train of cars approached from the west on the southernmost of the two railroad tracks. The course of the railroad at that point was in a direct line both east and west, and the plaintiff testified that when he got on to the track there was nothing to prevent him from looking both east and west; that is, there was nothing, as he approached and reached the railroad track to intercept or obstruct his view, or prevent his seeing the approaching train had he looked in that direction; that the space between the two tracks was three or four feet; that when he drove up to the rail (that is, to the north rail) he made no effort to look west to see whether a train was coming; that he did not try to look west at that time. Another of the witnesses testified that some years before he had come direct

to the track when a train of cars going east had passed, and that he supposed he could have seen a mile up the road if he had looked, but he was not paying attention, and came near being caught.

Dr. Graves, the attending physician, and a witness for the plaintiff, had just crossed the railroad from the south, and was sitting in his wagon by the roadside, some twelve or fifteen rods north-westerly from the railroad crossing when plaintiff passed him going toward the crossing. He had seen the coming train as he approached the railroad from the south, and he saw it as he was crossing the railroad, and it was then just going into or coming out of a bridge some distance from the road crossing. There was no doubt upon the evidence given by the plaintiff and his witnesses, that had he looked to the west, as he drew near the railroad, he could have seen the train of cars approaching from the west, and avoided the collision. There was no proof of, or attempt to prove any obstruction or hindrance to the view westward along the line of the road, or that a train of cars coming from that direction was not in plain sight for a long distance. Dr. Graves, and a Mr. Goff, with whom the Doctor was conversing when the plaintiff passed them on the road, saw the train from their position on the road before it reached the crossing, and testified that it was in sight from Rowley's crossing, which is some distance west of the crossing at which the plaintiff received the injury complained of. Mr. Goff, who lives at that place, testified that a person near to the western bound (that is the northern) track, could see the track westward to the culvert bridge; that he could see up a mile and a quarter, he thought, and no trouble about it. It was the clear duty of the plaintiff as he came near and upon the railroad track, to use all proper precautions to avoid injury, and the least that he could do was to look in both directions.

It is not imposing an onerous duty upon the traveler crossing a railroad in broad daylight, over which trains of cars were frequently passing, and are liable to pass at any time, to make use of the most common and lowest degree of observation and care, and to cast his eyes in both directions, and in every direction, from which danger may be apprehended. He may not shut his eyes and stop his ears, and rush on regardless of the peril, and hold the railroad company as the insurer of his life, not only against the acts of its servants, but against his own suicidal negligence. The doctrine has been declared by this Court, and reaffirmed that a traveller approaching a railroad track is bound to use his eyes and ears so far as there is an opportunity, and when, by the use of those senses, danger may be avoided, notwithstanding the neglect of the railroad servants to give signals, the omission of the plaintiff to use his senses and avoid the danger is concurring negligence entitling the defendant to a non-suit. (*Ernst vs. Hud. R. R. Co.*, 35 N. Y., 9 S. C. 39 N. Y. 61.) There was no conflicting evidence upon this point. There was a conflict as to the existence of objects obstructing the view of a train approaching from the west, at points on the highway, between the railroad and Goff's house, and up to within from two to four rods of the railroad; and the evidence upon that subject presented a fair question for the jury; but these obstacles, if they existed and hid from view the rail-

road and approaching trains to the extent claimed, did not relieve the plaintiff from the duty of looking for an eastward bound train at the first opportunity, but rather rendered a cautious approach to the crossing the more necessary. Upon the undisputed evidence, that if the plaintiff had looked to the west as he approached and reached the north track of the railroad, he could have seen the approaching train; and that he did not look, he should have been non-suited. This may be explained upon another trial, but upon this record the judgment should be reversed and a new trial granted.

Judgment reversed.

## Richness of the Kanawha Valley.

The opportunities presented to the capitalist are always more or less numerous, but an opportunity to realize 100 to 200 per cent. on a legitimate investment is but seldom found. The Kanawha Valley, West Virginia, possesses mineral resources as yet undeveloped. There are to be found lime, coal, fire clay, and iron ore, together with ample railroad and water communication. It is claimed by those familiar with the subject that iron can there be manufactured five to ten dollars cheaper than anywhere else in the United States. The raw or uncoked coals of Kanawha have proved to be equal to any in the country for the manufacture of iron. They are hard, dry; splint coals, remarkably free from sulphur, and can be mined and delivered at a furnace (parties owning their own coal) at an actual cost of three to five cents per bushel, twenty-five bushels to the ton, according to location or furnace.

Iron ore can be transported also from the Alleghany ore region to Kanawha county at a cost (freight included) of less than \$3 per ton, to which must be added a fair profit or royalty on the ores, if parties do not own their own mines, and thus the total cost would be about \$3 50 per ton. About two tons of the ore make one of iron in practical furnace-working. These ores are very easily smelted, requiring less fuel than most ores, and much less than the hard ores of Lake Superior and Iron Mountain. The quality is also excellent, and the United States Government preferred it to any other for the manufacture of guns.

It is estimated that at these rates for ores and coal, iron can be made, at the most, for \$15 per ton; and as iron is now worth \$50 to \$55 per ton in the market, there is left a large margin of profit after the payment of freight, &c.

In addition to the Alleghany ores, there are also fine deposits of ore in Kanawha, giving thirty-three to fifty per cent. to the ton, which would be valuable for mixing, and would also cost but very little. Good coal lands, conveniently located to the river and railroad, can be bought from \$10 to \$50 per acre.

Sites will be given to those who will erect furnaces, and \$25,000 to \$50,000 will be subscribed toward a furnace which shall cost \$100,000. It is estimated that such a furnace could not fail to pay 100 per cent. on its cost the first year.

It may be asked why, if these things be, these people do not build these furnaces themselves? But unfortunately they have not the means, and although rich in lands and minerals they are poor in ready money, and therefore look to outside capital to develop the mineral riches by which they are surrounded.—*Boston Commercial Bulletin*.

The *Fredericksburg Ledger* says that the latest rumor relating to the through line just completed between that place and Alexandria is that the contract between the Pennsylvania and Richmond Fredericksburg and Potomac Railroads is for a term of 15 years, and that the all-rail route will be used for night trains only, except during the winter months, when navigation of the Potomac is likely to be obstructed by ice.



**Toledo, Wabash and Western Railway.**

Kansas City has been called upon to consider, *seriatim*, the projected extension of the Toledo, Wabash and Western Railway from Moberly, its present western terminus in Missouri, to that point. At a recent meeting of its Board of Trade, Mr. Anderson, Vice-President of the Company, stated their desire to have a direct line to that point. From Moberly it would take about 125 miles of road, passing through Lafayette, Saline and Jackson counties, to reach that city. Col. Lamb, President of the Hannibal and Central Missouri Railroad (running from Hannibal to Moberly) urged the prosecution of the enterprise whether the Louisiana road be built or not. With the latter and the extension proposed, Kansas City would have two competing lines to the East and without it would have a direct Eastward connection, in any event, if a helping hand be given in favor of the extension, which the Toledo, Wabash and Western Company stood ready to build at once. The company ask of Jackson county the means to grade and fit the road for its iron: Says the *Times* (we condense):

"The Board of Trade and several gentlemen in the interests of the above company, have been in communication for some time in regard to the extension of the Toledo and Wabash Railway to Kansas City. The company would probably ask from Jackson county, to complete the road through it, \$100,000. The difficulties in the way are that there are already two subscriptions for which the county stands pledged—\$450,000 to the Louisiana road, and \$300,000 to the Kansas City and Memphis road. \* \* \* The former company have commenced and are pushing work rapidly. The affairs of the Memphis road remain in *status quo*, nevertheless the subscription stands in the name of company. Such being the facts, the Board of Trade are to consider some other plan to aid the Toledo and Wabash enterprise. The county is in no condition to subscribe for any road, but townships to be benefitted might. Private subscriptions also might and should be obtained. If \$100,000 are all that it required, some plan might be adopted to guarantee it. No one can deny the importance of the road."

Notwithstanding these discouragements, we have faith to believe that this important line, so vital to the interests of every mile along the line, will be extended as proposed. The sum called for from Jackson county, even supposing it is all ready down for a large sum, is not additionally enough to justify a wet blanket to be thrown over a project so beneficial. All the aid that may be subscribed for it will be amply repaid. The "Toledo and Wabash," it must be remembered, are already successfully operating 1,000 miles of road, and are abundantly able—as they profess to be willing—to iron, equip and operate the extension; and that, too, in a manner which will remunerate—although indirectly—all the local aid it seeks.—*Railway Review*.

**Arkansas Central Railroad.**

We again announce that work has been resumed on the Arkansas Central Railroad, and there will be no stoppage until the road is completed to White river. Col. Dorsey telegraphs that he will be here on Monday to pay off their indebtedness. Col. Gregg, of the Central road, sends cheering news to the friends of this enterprise. We were shown yesterday a telegram from him, from New York, saying that work would be vigorously resumed at once, and he predicted the cars would be running out to Palmer's station by the 1st of September next.—*Helena World*.

A committee of the American Association of Railway Master Mechanics has reported that for packing stuffing boxes, hemp is more effective than soapstone dust, metal rings, or any other material. By the use of hemp no danger from fire is apprehended, as this substance will stand 500 degrees of heat.

An iron steamer was launched at Wilmington, Del., on the 15th inst., by the Harlan Hollingsworth Company, for the Messrs. Morgan, of New York, designed for the Southern trade.

**Notice to Contractors.**

PROPOSALS will be received at the Office of the President of the Northeast Penna. Railroad Co., at Hatboro, Montgomery, Co., Pa., until June 29th, for furnishing materials for and building about 1,000 lineal feet of trestle work.

Also for laying seven (7) miles of track. Specifications at the Office of the Engineer, F. H. Saylor, 530 Walnut street, Philada.

GEO. M. KOHL, Secretary,  
Jenkintown, Pa.

**RAILS MADE BY THE  
Park Gate Iron Co.,  
Rotherham, England,  
SUPERIOR QUALITY, FOR SALE BY  
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**AN UNDOUBTED SECURITY.**

PAYING 60 PER CENT. MORE INCOME  
THAN GOVERNMENT BONDS,  
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FIRST MORTGAGE SINKING FUND GOLD BONDS  
OF THE  
LOGANSPOUT, CRAWFORDSVILLE AND SOUTH.  
WESTERN RAILWAY OF INDIANA.  
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**8 PER CENT. GOLD**

Interest payable quarterly in New York, free of Government tax, and are Coupon and Registered. Price, 95 and accrued interest. Further and full particulars, with Pamphlets and Maps, furnished by us on personal or written application.

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DOUBLE ELASTIC****STEEL PENS.**

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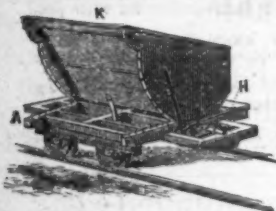


Fig. No. 1, Car Loaded.

(Used by the  
American Dredging Company.)

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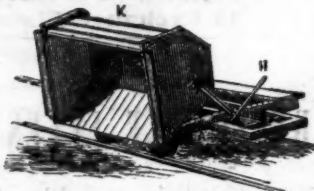


Fig. No. 2, Car Dumped.

The brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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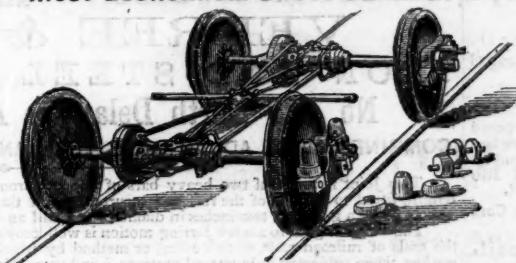
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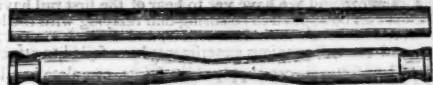
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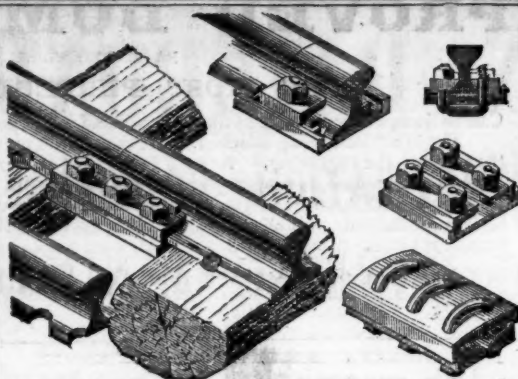
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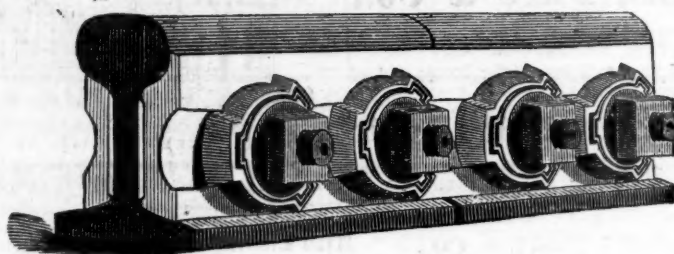
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